

# AERONAUTICAL ENGINEERING

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A SPECIAL BIBLIOGRAPHY
WITH INDEXES
Supplement 78

**JANUARY 1977** 

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION

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## AERONAUTICAL ENGINEERING

## A Special Bibliography

## Supplement 78

A selection of annotated references to unclassified reports and journal articles that were introduced into the NASA scientific and technical information system and announced in December 1976 in

- Scientific and Technical Aerospace Reports (STAR)
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## INTRODUCTION

Under the terms of an interagency agreement with the Federal Aviation Administration this publication has been prepared by the National Aeronautics and Space Administration for the joint use of both agencies and the scientific and technical community concerned with the field of aeronautical engineering. The first issue of this bibliography was published in September 1970 and the first supplement in January 1971 Since that time, monthly supplements have been issued

This supplement to Aeronautical Engineering -- A Special Bibliography (NASA SP-7037) lists 310 reports, journal articles, and other documents originally announced in December 1976 in Scientific and Technical Aerospace Reports (STAR) or in International Aerospace Abstracts (IAA)

The coverage includes documents on the engineering and theoretical aspects of design, construction, evaluation, testing, operation, and performance of aircraft (including aircraft engines) and associated components, equipment, and systems. It also includes research and development in aerodynamics, aeronautics, and ground support equipment for aeronautical vehicles.

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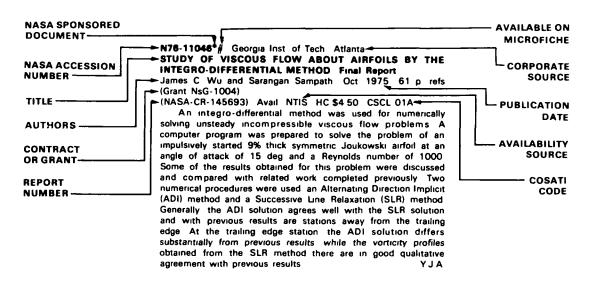
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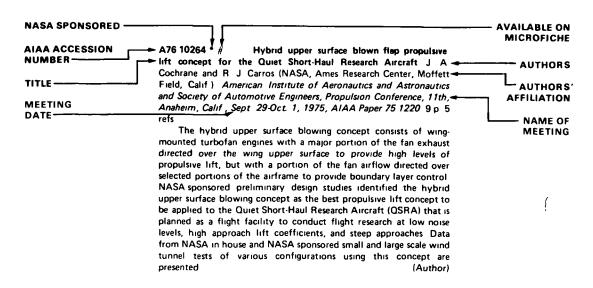
## TABLE OF CONTENTS

	Page
IAA Entries	
STAR Entries	 469
Subject Index	 <b>A</b> -1
Personal Author Index	 B - 1
Contract Number Index	 C-1

## TYPICAL CITATION AND ABSTRACT FROM STAR



## TYPICAL CITATION AND ABSTRACT FROM 144



## AERONAUTICAL ENGINEERING

A Special Bibliography (Suppl. 78)

#### **JANUARY 1977**

technique A program for the numerical realization of the solution is proposed. The procedure of the method is illustrated by an example V P

### IAA ENTRIES

A76 44765 Acoustic characteristics of interacting supersonic jets J F Conly (San Diego State University, San Diego, Calif) and G Freske (Rohr Industries, Inc., Chula Vista, Calif) *Journal of Sound and Vibration*, vol. 48, Sept. 8, 1976, p. 83-93, 15 refs

This study was intended primarily to reveal more information about the noise producing mechanisms of supersonic jets. Two identical, small, cold air supersonic, overexpanded jets were tested at selected angles, varying from parallel to 90 degrees intersecting and at various distances apart. Schlieren photographs of the jet structure and far field sound data were obtained. Close spacing of the parallel jets caused acoustic attenuation, which reached a maximum at one diameter centerline spacing, where the sound of two jets nearly equals that of a single jet. In every case the intersecting jets merged into a single supersonic jet. The overall sound power level of intersecting jets is generally higher than that of two independent jets, because of the turbulent mixing of the two jet flows. A maximum level is reached when the jets intersect at a point near the middle of the flow region containing repetitive shocks. For the parallel jets and intersecting jets at large separation, the sound levels are lower in the plane containing the jet centerlines. For intersecting jets at small separation, however, this shielding effect is reversed

A76-44766 Sound radiation due to unsteady dissipation in turbulent flows C L Morfey (Southampton, University, South ampton, England) Journal of Sound and Vibration, vol 48, Sept 8, 1976, p 95 111 16 refs

It has been argued by Crighton (1975) and Obermeier (1975) that the hitherto neglected dissipative terms will dominate the radiation produced at low Mach numbers by heated turbulent flows. In order to investigate this possibility, a scaling hypothesis for turbulent dissipation noise is developed and applied to turbulent jet mixing noise in the low Mach number limit. Both heated and unheated jets are considered, along with the nonreactive mixing of two different fluids. A major conclusion is that for unheated jets where energy dissipation is due mainly to viscosity the intensity of dissipation noise varies as the 8th power of the characteristic flow velocity. However, when the jet and ambient fluids differ in temperature or composition, normally unimportant thermodynamic properties play a primary role in dissipative sound generation.

A76-44784 # Calculation of stresses in the blades of radialflow turbomachines {Raschet napriazhenii v lopatkakh radial'nykh turbomashin) V A Pukhlii (Tsentral'nyi Nauchno-Issledovatel'skii Institut Promzdanii, Moscow, USSR) Prikladnaia Mekhanika, vol 12. June 1976, p 93-97 6 refs in Russian

A method of stress analysis is proposed for trapezoidal blades of radial-flow blowers and compressors in the inertial centrifugal force field of the blades. The stress-strain state of the blades is described by a system of linear equations of shallow shell theory. An analytical solution to the problem is obtained by using the Bubnov Vlasov (variational) method in combination with a successive approximation.

A76-44906 Determination of the moments of aero-dynamic forces acting on three-dimensional bodies that move under the 'law of locality' M A Vorotyntsev and N I Sazonova (Moskovskii Gosudarstvennyi Universitet, Moscow, USSR) (Moskovskii Universitet, Vestnik, Seriia I - Matematika, Mekhanika, vol. 31 Jan. Feb. 1976, p. 104-109.) Moscow University Mechanics Bulletin, vol. 31, no. 1.2, 1976, p. 30-34. 5 refs. Translation

A76-44909 Use of generalized similarity laws in computing the aerodynamic characteristics of three dimensional bodies A I Bunimovich and A V Dubinskii (Moskovskii Gosudarstvennyi Universitet, Moscow, USSR) (Moskovskii Universitet, Vestnik, Seriia I - Matematika, Mekhanika, vol. 31, Jan Feb. 1976 p. 89.95.) Moscow University Mechanics Bulletin, vol. 31, no. 1.2, 1976, p. 48.53.7 refs Translation

The paper develops the general similarity laws of Bunimovich and Dubinskii (1973) and applies them to the calculation of the aerodynamic characteristics of a three dimensional body when its shape or streamlining conditions are modified. The case of a body in hypersonic Newtonian flow or free molecular rarefied gas flow is considered.

B.J.

A76 44923 # Possible means of decreasing helicopter drag (Mozliwosci zmniejszenia oporu smiglowcow) Z Brodzki *Technika Lotnicza i Astronautyczna*, vol. 31, July-Aug. 1976, p. 17-21-7 refs lo Polish

The paper examines some practical means of decreasing the drag characteristics of the main rotor hub, fuselage, undercarriage, and other projecting parts of the helicopter. The hub and undercarriage account for about 50% of the total drag, and it is projected that attainable drag reduction can reduce fuel consumption by 30%. Some modifications proposed include rounding the front of the cabin, use of hingeless rotors, use of air inlets with rounded edges elimination of fuselage roughness.

A76-45030 # Hydroxsystem - A hydrogen propulsion system for airships (Hydroxsystem - Ein Wassertoffantrieb fur Luftschiffe) K D Decker Deutsche Gesellschaft fur Luft und Raumfahrt, Luftschiff-Kolloquium, 3rd, Sprendlingen, West Germany, May 19, 1976, Paper 16 p In German

A description of an airship design with novel features is presented. The size of the considered airship corresponds to that of the last 'Zeppeline' used by Germany before World War II. The locations for the propulsion system, the quarters for the crew, and the cargo space, differ from those in the last German airships. External dimensions and airship structure are also somewhat different. Completely different from the old design are the fuel and engine systems. The engines use liquid hydrogen as fuel. The advantages of liquid hydrogen for airship operation are discussed. Attention is also given to certain problems and the approaches which make it possible to overcome these problems and assure a safe operation of the airship.

A76-45031 # The airship - Means of transportation for the future - Its technical concept and the results of economy and marketing studies as projected by the firm Kommanditgesellschaft Flugschiffbau Hamburg GmbH & Co (Das Flugschiff - Verkehrsmittel der Zukunft - Seine technische Konzeption, Ergebnisse der Wirtschaftlichkeits- und Marketing-Untersuchungen, projektiert von der Firma Kommanditgesellschaft Flugschiffbau Hamburg GmbH & Co) A Schmidt-Klieber (Kommanditgesellschaft Flugschiffbau Hamburg GmbH und Co, Hamburg, West Germany) Deutsche Gesellschaft für Luft- und Raumfahrt, Luftschiff-Kolloquium, 3rd, Sprendlingen, West Germany, May 19, 1976, Paper 8 p. In German

The airship project of an aerospace company in West Germany is discussed. The airship development work is conducted in cooperation with the aircraft industry. The technical concept considered is concerned with an airship which has a payload of 500 tons and cruising speed of 250 km/hr. It is pointed out that the productivity of the airship with 125 000 tkm/hr is about one third more than the productivity of the cargo aircraft version of the Boeing 747. Design and operational details for the airship are discussed. An analysis of the economic factors involved shows that for a number of applications an employment of airships has time and cost advantages in comparison to a use of conventional means of transportation. Attention is also given to questions of project definition and operational simulation studies.

A76-45032 # The aerodynamic concept of hybrid airships (Zum aerodynamischen Konzept von Hybrid-Luftschiffen) P -A Mackrodt (Aerodynamische Versuchsanstalt, Gottingen, West Germany) Deutsche Gesellschaft für Luft- und Raumfahrt, Luftschiff-Kolloquium, 3rd, Sprendlingen, West Germany, May 19, 1976, Paper 45 p 22 refs In German

Operational difficulties related to the use of airships can be avoided or reduced in their importance by providing the airship with a wing which can carry aerodynamically a significant part of the weight at takeoff. A hybrid airship with the considered properties could have operational characteristics similar to those of an aircraft. The incorporation of hybrid airships into air traffic would, therefore, be much easier than a corresponding incorporation of the conventional airship. The reported investigation has the objective to determine with the aid of aerodynamic studies the performance of hybrid airships on the basis of realistic assumptions concerning the structural weight and propulsion-system technology.

A76-45069 # Study of the statistical characteristics of pulsations of the boundary of the turbulent wake behind bodies of various shapes flying at supersonic velocity (Issledovanie statisticheskikh kharakteristik pul'satsii granitsy turbulentnogo sleda za telami razlichnoi formy, letiashchimi so sverkhzvukovoi skorost'iu) V G Ivanov, Iu G Krichevskii, and G I Mishin (Akademiia Nauk SSSR, Fiziko-Tekhnicheskii Institut, Leningrad, USSR) Pis'ma v Zhurnal Tekhnicheskoi Fiziki, vol 2, June 26, 1976, p 544-550 In Russian

The paper reports on ballistic range investigations of the roughness characteristics of turbulent wakes behind bodies of different shapes traveling at 790 m/sec at Reynolds number of 1,500,000 Root mean square deviations, the intermittency factor, and the microscale factor of wake boundary pulsations in the range of downstream distances from 2 to 10 diameters of the body midsection were obtained. It was found that the ratio of pulsation microscale to rms deviation does not depend on body shape, Mach and Reynolds number, or downstream distance, and is approximately equal to 1.8. Hence this ratio may serve as a similarity parameter in experiments of this type.

A76-45084 ,; For modeling and analysis I - Pilot's practical aerodynamics (Dlia modelirovaniia i analiza I - Letchiku o prakti cheskoi aerodinamike) N Maksimov and V Pakhnenko Aviatsiia i Kosmonavtika, June 1976, p. 21.23 In Russian

The four diagrams presented for aircraft with variable geometry wings show the speed and Mach number limits, the limits of stable turn at maximum power, the critical speeds, and the increase in

'inertial' spin probability. It is shown how the maneuverability and flight-safety limits, and their physical meaning, can be represented analytically in a clear and comprehensive fashion.

A76-45095 # Statistical evaluation of econometric air travel demand models N K Taneja (MIT, Cambridge, Mass ) Journal of Aircraft, vol. 13, Sept. 1976, p. 662-669 35 refs

The paper discusses the more relevant assumptions in determining the best estimators of the unknown parameters of air travel demand models and presents some formal statistical tests to examine the appropriateness of such models. Emphasis is on the statistical evaluation of the common econometric methods and the confidence which can be placed in models which often affect large investments in either fleet acquisition or market planning. The discussion is theoretical inasmuch as the currently operating air traffic forecasting models have not been published in sufficient detail to perform the formal statistical evaluation outlined in the paper.

A76-45097 \* # A wing-jet interaction theory for USB configurations C E Lan (Kansas, University, Lawrence, Kan ) and J F Campbell (NASA, Langley Research Center, Subsonic-Transonic Aerodynamics Div , Hampton, Va ) Journal of Aircraft, vol 13, Sept 1976, p 718-726 20 refs Grant No NsG 1139

The aerodynamic interaction between the wing and an inviscid upper-surface blowing (USB) thick jet with Mach number nonuniformity is treated within the framework of a linear inviscid subsonic compressible flow theory. A two-vortex-sheet model for the jet surface is used to represent the induced flowfields inside and outside the jet Comparison of the predicted results with experimental data shows good agreement in lift, induced drag, and pitching moment. It is shown that the thin jet flap theory is inadequate for USB configurations with thick jet.

A76-45098 # Symmetrical singularity model for lifting potential flow analysis B Maskew and F A Woodward (Analytical Methods, Inc., Bellevue, Wash.) Journal of Aircraft, vol. 13, Sept. 1976, p. 733, 734, 7 refs

Previous methods for three-dimensional lifting potential flow problems have a practical difficulty in applying the Kutta trailing edge condition, so that significant variations can occur in surface pressures near the trailing edge and in overall lift coefficient. The present paper outlines some thoughts on the reasons for these problems and proposes a possible solution in the form of a modified singularity model for the basic aerodynamic representation. Some calculated results are provided from a simple two-dimensional method incorporating the new model where the airfoil surface is represented by an inscribed polygon with an even number of sides or panels. The advantages of the proposed method over the widely used surface source/internal doubles or/surface vorticity methods are identified. The Kutta condition is satisfied automatically because the loading goes to zero at the trailing edge.

A76-45099 # Simplified sculptured surface technique applied to wind-tunnel models M Roche (Grumman Aerospace Corp., Bethpage, N.Y.) Journal of Aircraft, vol. 13, Sept. 1976, p. 735, 726

Execution of numerical/control (N/C) operations to generate a wind-tunnel model requires a mathematical description of the surface Many N/C machined sculptured surfaces are the result of laborious expensive mathematical modeling programs. The paper describes a technique which is less costly and somewhat similar to a low-cost program developed by Simon (1974). The surface definition developed permits simple computations of needed quantities and also facilitates handling changes in surface geometry. N/C machining

becomes possible with little additional labor. The procedure described is used to machine aerodynamic wind tunnel models, one particular wing is defined by an airfoil section along with a distribution function and a leading and trailing edge with a built in twist distribution. Variations of this procedure will allow for a more complex geometrically defined wing.

A76-45143 # Dynamics and erosion study of solid particles in a cascade M F Hussein, W Tabakoff, and A Hamed (Cincinnati, University, Cincinnati, Ohio) In COBEM 75, Brazilian Congress on Mechanical Engineering, 3rd, Rio de Janeiro, Brazil, December 9-11, 1975, Annals Volume B Rio de Janeiro, Universidade Federal, 1976, p 367-382 6 refs Grant No DAHCO4-69-C-0016

A theoretical approach to calculating the dynamic behavior of solid particles entrained in a gas flow through a two-dimensional turbine stationary cascade is undertaken. The equations of motion of the entrained solid particles are set up with drag force responsible for acceleration of the particles assumed to be the sole force acting upon them. Equations of motion of gas flow through the cascade were solved numerically on a square grid. Collision and rebound phe nomena (particles striking blade walls) are studied on the basis of empirical data. The effect of particle mean diameter, material density, and initial velocities of particles and gas stream on the dynamics of the entrained flow through the cascade were investigated. Empirical data are obtained on the effects of impingement angle, particle velocity, and particle size on blade erosion.

RDV

A76-45162 ,f Estimating the state of nonlinear dynamical systems in the presence of unmodeled accelerations. A Rios Neto (São Paulo, Universidade, São Paulo, Brazil) and B. D. Tapley (Texas, University, Austin, Tex.). In COBEM 75, Brazilian Congress on Mechanical Engineering, 3rd, Rio de Janeiro, Brazil, December 9.11, 1975, Annals. Volume. D. Rio de Janeiro, Universidade Federal, 1976, p. 969.982.10 refs.

The paper considers the problem of estimating low-altitude satellite orbits under the effect of atmospheric drag when there is insufficient knowledge of the mathematical model governing the dynamics. Atmospheric resistance and motion of the satellite about its center of mass are the primary unmodeled effects. The estimation procedure employs an extended Kalman filter along with a first order Gauss Markov process to account for model errors. This results in a first-order autoregressive estimation procedure which yields a good estimate of the state and furnishes information on the unmodeled effects by estimating the unmodeled accelerations.

A76-45199 The Legendre condition in optimum problems of supersonic gasdynamics. A V Fedorov (*Prikladnaia Matematika i Mekhanika*, vol. 39, Nov-Dec. 1975, p. 1032-1042.) *PMM - Journal of Applied Mathematics and Mechanics*, vol. 39, no. 6, 1975, p. 990-1000. 9 refs. Translation

A76-45203 Flows of a reacting mixture in Laval nozzles under conditions of a quasi-frozen process A L Ni (Prikladnaia Matematika i Mekhanika, vol 39, Nov-Dec 1975, p 1068-1072) PMM - Journal of Applied Mathematics and Mechanics, vol 39, no 6, 1975, p 1023-1028 Translation

A76-45223 # The US Army's new air cushion lighter H N Wood (US Army, Washington, DC) (Canadian Air Cushion Technology, Symposium, 9th, Ottawa, Canada, Oct 21, 1975) Canadian Aeronautics and Space Journal, vol 22, July-Aug 1976, p 176-182

The U.S. Army's new air cushion lighter, the LACV 30, will provide a highly mobile rapid lift capability to move tons of military cargo in the combat service support role. This lighter will become the newest major item of amphibious equipment in the U.S. Army Transportation Corps inventory and will be particularly effective in moving 20-foot containers in a Logistics Over-The-Shore (LOTS) environment. Its improved seakeeping and surf crossing capabilities will assure responsive support and increased productivity in the movement of water-borne cargo from vessels standing off-shore, to and across unimproved beaches and to transhipment points inland. The LACV-30 program will provide the U.S. Army with a dynamic new mode of marine transportation to fulfill its near term (and well into the 1980's) requirements.

A76-45242 Hydrogen energy technology - Update 1976 J
B Pangborn and D P Gregory (Institute of Gas Technology, Chicago, III) In Energy technology III Commercialization, Proceedings of the Third Conference, Washington, D C, March 29 31, 1976
Inc., 1976, p 172 182 47 refs

A number of hydrogen production techniques are discussed including thermochemical hydrogen production, hydrogen from the reaction of coal and steam, water electrolysis, and photosynthetic and photochemical hydrogen production. Hydrogen storage, transmission, distribution, and materials compatibility with hydrogen in storage and transmission systems are also considered. Hydrogen utilization is examined with attention given to automotive, aircraft and industrial applications.

A76-45371 # Investigation of the absolute stability of an elastic aircraft during flight on course (Issledovanie absolution ustoichivosti uprugogo letatel'nogo apparata pri dvizhenii po kursu) T M Chikhladze (Akademiia Nauk Gruzinskoi SSR, Institut Kibernetiki, Tiflis, Georgian SSR) Akademia Nauk Gruzinskoi SSR, Soobshchenia, vol. 82, May 1976, p. 445-447 5 refs. In Russian

The paper uses the Liapunov vector function method to examine the effect of the elastic properties of an automatically piloted aircraft on its flight on course. The dimension of the system of differential equations describing the motion of the aircraft is equal to infinite, and, during bending of the aircraft, there is an unlimited number of degrees of freedom in the form of elastic vibration modes. Each mode is represented as a second order differential equation.

ВЈ

A76-45376 # Flight test status of the fighter CCV D J Thigpen (General Dynamics Corp., Fort Worth, Tex.) and R A Whitmoyer (USAF, Flight Dynamics Laboratory, Wright-Patterson AFB, Ohio) American Institute of Aeronautics and Astronautics, Aircraft Systems and Technology Meeting, Dallas, Tex., Sept. 27-29, 1976, Paper 76-884 8 p. USAF-supported research

The Control Configured Vehicle (CCV) Advanced Development Program of the Air Force Flight Dynamics Laboratory is flight testing a modified YF 16 aircraft to investigate CCV concepts applied to fighter aircraft General Dynamics Corporation has modified the YF-16 number 1 prototype with the addition of a CCV auxiliary flight control system to permit flight evaluations of three Direct Lift Control (DLC) modes, three Direct Sideforce Control (DSFC) modes, a Maneuver Enhancement/Gust Alleviation mode, and Relaxed Static Stability conditions An extensive flight test program began in March, 1976 and will continue into 1977. This paper reports the progress of the CCV YF-16 flight test program and includes preliminary test results.

A76-45377 # The AFTI concept - A new approach to technology transition A E Preyss, W G Williams, and C J Cosenza (USAF, Flight Dynamics Laboratory, Wright-Patterson AFB, Ohio) American Institute of Aeronautics and Astronautics, Aircraft Systems and Technology Meeting, Dallas, Tex., Sept. 27-29, 1976, Paper 76-888 7 p.

The Advanced Fighter Technology Integration (AFTI) concept was developed as a cost effective means of providing adequate

demonstration of new technologies in the fighter area. The AFTI program, which can be briefly described as the flight demonstration of integrated fighter technologies to facilitate transition to systems application, is primarily intended to effectively evaluate the air-to air and air to-surface weapon delivery systems. An analysis of the AFTI selection process scheme is followed by a description of three early alternative near term configurations proposed for demonstration vehicle (AFTI-1), as well as the present projects of technology demonstrators (AFTI 15, 16 and -111 aircraft).

A76 45378 : The fighter CCV program Demonstrating new control methods for tactical aircraft F R Swortzel and A F Barfield (USAF, Flight Dynamics Laboratory, Wright Patterson AFB, Ohio) American Institute of Aeronautics and Astronautics, Aircraft Systems and Technology Meeting, Dallas, Tex., Sept. 27-29, 1976, Paper 76-889 10 p 6 refs

The Fighter Control Configured Vehicle (CCV) Advanced Development Program is developing new control methods for tactical aircraft. Under contract to the Air Force Flight Dynamics Laboratory, General Dynamics is accomplishing the effort on a modified YF-16 aircraft. Control concepts being evaluated include direct lift, direct sideforce, maneuver enhancement and relaxed static stability. A total of six manual and one automatic direct force control modes are being evaluated. This paper describes the design approach features, and system mechanization. Pertinent results of the various simulation efforts and their influence on the system design and flight testing are covered. The analyses and ground tests used to validate the mechanization are discussed. A summary of the flight test results to date and the possible applications of these new modes are presented. (Author)

A76 45379 - History and development of a system for stall-departure improvement for the A-7 attack aircraft W C Heald and B B Brassell (Vought Corp , Dallas, Tex ) American Institute of Aeronautics and Astronautics, Aircraft Systems and Technology Meeting, Dallas, Tex , Sept 27 29, 1976, Paper 76-891 10 p

The automatic maneuvering flap (AMF) system for stall departure improvement is described functionally, aerodynamically, and in its historical development. Stall departure boundaries for the A-7 aircraft are significantly improved with the AMF system, and post-departure gyrations and altitude loss accompanying departure are reduced. Maneuvering and handling are improved. The A-7 exhibits high resistance to spin but low resistance to departure when maneuvered into the stall region. Many hours of flight testing and simulation show that releasing the controls as soon as post stall gyration starts results in immediate recovery to controlled flight. The effect of automatically activated leading-edge and trailing-edge flaps in the AMF system, and the effect of a protruding fuselage strake, on stall behavior and recovery are analyzed.

A76-45380 <sub>n</sub> Fifty years of technical progress in aviation and a look ahead J L Atwood American Institute of Aeronautics and Astronautics, Aircraft Systems and Technology Meeting, Dallas, Tex., Sept. 27-29, 1976, Paper 76-893. 12 p.

This paper reviews some key elements that led to the progress in aircraft design and efficiency of the past five decades in United States aviation history Technical challenges and their progressive solutions are examined in light of several parallel threads that run through the fabric of aircraft development. The interdependency of these threads coalesced in the development of certain aircraft that are bench marks in aeronautical history. The interaction of the technical pioneering within a unique financial and political climate resulted in advancements almost unparalleled in American industry The paper suggests that if application of the principles that guided past successes were continued even in today's socioeconomic environment, an optimistic projection can be made for civil aviation in the United States. As in the past, current challenges present technical barriers, but it is in overcoming these barriers that progress is made (Author) A76-45381 # More effective aircraft stability and control flight testing through use of system identification technology R A Burton and D E Bischoff (U S Naval Air Test Center, Patuxent River, Md) American Institute of Aeronautics and Astronautics, Aircraft Systems and Technology Meeting, Dallas, Tex., Sept. 27-29, 1976, Paper 76-894 17 p. 12 refs

The development of system identification technology was undertaken to provide for more effective aircraft flight testing by reducing the time required to conduct specific tests and/or to provide for a more comprehensive data analysis F-14A and TA-4J flight test results presented demonstrate that the flight time required to obtain stability and control data can be significantly reduced without loss in accuracy of conventional flight test derived parameters. Presentation of S-3A and EA-6B system identification results demonstrate that this technology can be successfully used to update the aerodynamic data bases of modern jet aircraft from flight test data. These system identification results are compared with wind tunnel data and flight test derived parameters to demonstrate the accuracy of this new technology. Applications of this technology to integrate several areas of aircraft flight testing are discussed. (Author)

A76-45382 # The layered weather correction for flyover noise testing H C True (FAA, Systems Research and Development Service, Washington, D C) American Institute of Aeronautics and Astronautics, Aircraft Systems and Technology Meeting, Dallas, Tex., Sept. 27-29, 1976, Paper 76-895 9 p. 5 refs

This paper describes results of an FAA/NASA flyover noise test program conducted to investigate the effect of anomalous meteoro logical conditions on flyover noise measurements and to develop criteria and procedures for correcting the noise data to standard conditions. This program demonstrated that the use of the layered weather correction procedure combined with frequent and detailed meteorological measurements enables valid acoustic testing to be conducted over a wide variety of meteorological conditions with nonuniform temperature and humidity altitude profiles. The success of the layered correction procedure is attributed to detailed consideration of the temperature and relative humidity at each altitude increment of the noise propagation path and basing the correction for atmospheric absorption on these values as opposed to those existing at some arbitrarily defined single point. (Author)

A76-45383 \* Civil helicopter flight research W J Snyder (NASA, Langley Research Center, Hampton, Va) and M B Schoultz American Institute of Aeronautics and Astronautics, Aircraft Systems and Technology Meeting, Dallas, Tex., Sept. 27.29, 1976, Paper 76-896. 13 p. 16 refs

The paper presents a description of the NASA CH 53 Civil Helicopter Research Aircraft and discusses preliminary results of the aircraft flight research performed to evaluate factors and requirements for future helicopter transport operations. The CH-53 equipped with a 16 seat airline type cabin and instrumented for flight research studies in noise, vibration, handling qualities, passenger acceptance, fuel utilization, terminal area maneuvers, and gust response. Predicted fuel usage for typical short haul missions is compared with actual fuel use. Pilot ratings for an IFR handling quality task for three levels of stability augmentation are presented, and the effects of internal noise, vibration, and motion on passenger acceptance are discussed. Future planned CH-53 flight research within the Civil Helicopter Technology Program is discussed.

A76-45384 # New developments and accuracy limits in aircraft flight testing H L Jonkers and J A Mulder (Delft, Technische Hogeschool, Delft, Netherlands) American Institute of Aeronautics and Astronautics, Aircraft Systems and Technology Meeting, Dallas, Tex., Sept. 27-29, 1976, Paper 76-897. 19 p. 27 refs.

When estimating aircraft performance, stability and control characteristics from steady or nonsteady maneuvering test flight data the accuracy of the results is limited due to measurement errors,

atmospheric disturbances and mathematical modelling errors. This paper studies the effects of the different error sources on the maximally achievable accuracies of the aircraft flight test results. It is shown which error sources are most relevant for accuracy limitations in present day flight testing, taking account of aerodynamic and inertial aircraft properties. Conclusions drawn from theoretical analyses are compared with results obtained by processing digitally simulated and actual flight test data. The material presented is an extension of earlier material published by Gerlach, Hosman, Mulder and Jonkers.

(Author)

A76-45387 # Computer interactive graphics in aerospace engineering design education H W Smith (Kansas, University, Lawrence, Kan) American Institute of Aeronautics and Astronautics, Aircraft Systems and Technology Meeting, Dallas, Tex, Sept 27-29, 1976, Paper 76 900 12 p 12 refs

A comprehensive systematic procedure for designing airplanes is described. The system takes advantage of the human capability to make decisions and the computer capability to store, analyze and display the large quantities of data and information. The ambitious objective of this project was to collect and compile an exhaustive set of design procedures in all identifiable engineering disciplines, and to assemble them into a complete system. From an educational point of view, an interactive graphic system of this completeness allows the students to see connections between the topics in a curriculum.

(Author)

A76-45388 # Computer methods in aircraft design at the Air Force Academy W A Edgington, G T Matsuyama, and R J Stiles (U S Air Force Academy, Colorado Springs, Colo) American Institute of Aeronautics and Astronautics, Aircraft Systems and Technology Meeting, Dallas, Tex., Sept. 27.29, 1976, Paper 76-901 8 p.

A description of the Aircraft Design course at the USAF Academy is presented including a discussion of the philosophy behind the course and how it has evolved over recent years. The design process is divided into 11 tasks - Analysis of Mission Requirements, Preliminary Vehicle Sizing, Wing Selection, Fuselage Sizing, Initial Configuration Determination, Aerodynamic Parameter Estimates, Inlet Design, Refined Weight Estimate, Stability and Control Analysis, Refined Performance Analysis, and Design Iteration. An example of a trade study is presented with wing design as the subject Four computer programs which are used in the course are discussed. The first, DIGITAL DATCOM, is used to compute aerodynamic coefficients and stability derivatives as a function of vehicle geometry. The other three programs are used to 'fly' the vehicle through required mission profiles in order to obtain component and fuel weights as well as performance contours. (Author)

A76-45390 # Damage tolerance assessment of F-4 aircraft R E Pinckert (McDonnell Aircraft Co , St Louis, Mo ) American Institute of Aeronautics and Astronautics, Aircraft Systems and Technology Meeting, Dallas, Tex , Sept 27-29, 1976, Paper 76-904 12 p 6 refs

The damage tolerance-assessment phase of two F-4 aircraft structural-integrity programs has been completed Methods were developed to determine the operational limits of the fracture critical areas and to incorporate initial flaw assumptions, crack-growth computations, and operational limits into the F4 fleet tracking program. In this paper, the following subjects are covered (1) development of fatigue spectra to represent service usage, (2) development of a crack growth prediction technique, (3) determina tion of the initial quality of F 4 aircraft structure represented by equivalent initial flaw sizes, (4) establishment of baseline aircraft assumptions and the prediction of operational limits, (5) the development of a 'damage index' system to track crack growth at one critical location on an aircraft and determine the damage at other locations, and (6) the development of stress life curves to convert counting accelerometer data into damage related to crack growth (Author)

A76-45391 \* # A structural design for a hypersonic research aircraft L R Jackson (NASA, Langley Research Center, High Speed Aerodynamics Div, Hampton, Va) and A H Taylor (Vought Technical Center, Hampton, Va) American Institute of Aeronautics and Astronautics, Aircraft Systems and Technology Meeting, Dallas, Tex, Sept 27 29, 1976, Paper 76-906 10 p 8 refs

A research aircraft is being studied that has potential for large-scale demonstration of advanced propulsive, structural, and aerodynamic technologies for hypersonic application. Versatility is achieved through a large removable payload bay with removable thermal protection, by removable wings, and by the configuration, which considers engine-airframe integration. Design criteria have been applied to an effective heat-sink structure of Lockalloy (Be-38AI), wherein thermal stress alleviation is a prime consideration in the design. Structural analyses are being performed with the SPAR computer program. Results indicate that no critical problems exist and the resulting structural weight is within initial estimates.

(Author)

A76-45392 # Flight certification testing for the A-7D ad vanced composite outer wing panel J H Pimm (Vought Corp , Dallas, Tex ) American Institute of Aeronautics and Astronautics, Aircraft Systems and Technology Meeting, Dallas, Tex , Sept 27-29, 1976, Paper 76-907 11 p

The A-7D Advanced Composite Outer Wing is primary, critical-to flight-safety structure and will be flown on in service aircraft with no imposed flight restrictions. There are no military specifications such as MIL STD-1530 and MIL-A-83444 for flight qualification of composite primary structure. Vought and the Air Force have worked closely together to arrive at a mutually agreeable plan to fulfill the intent of the latest Air Force acceptance philosophy. This paper itemizes testing done on the outer wing, tells how it was accomplished and gives a summary of results.

(Author)

A76-45393 \* " Automated optimization techniques for aircraft synthesis G N Vanderplaats (NASA, Ames Research Center Advanced Vehicle Concepts Branch, Moffett Field, Calif.) American Institute of Aeronautics and Astronautics, Aircraft Systems and Technology Meeting, Dallas, Tex., Sept. 27.29, 1976, Paper 76.909. 11 p. 32 refs

Application of numerical optimization techniques to automated conceptual aircraft design is examined. These methods are shown to be a general and efficient way to obtain quantitative information for evaluating alternative new vehicle projects. Fully automated design is compared with traditional point design methods and time and resource requirements for automated design are given. The NASA Ames. Research. Center aircraft synthesis program (ACSYNT) is described with special attention to calculation of the weight of a vehicle to fly a specified mission. The ACSYNT procedures for automatically obtaining sensitivity of the design (aircraft weight, performance and cost) to various vehicle, mission, and material technology parameters are presented. Examples are used to demon strate the efficient application of these techniques.

A76-45394 ii High speed aerodynamic design of an innovative V/STOL canard wing configuration L Mark and J H DeHart (Rockwell International Corp., Columbus, Ohio) American Institute of Aeronautics and Astronautics, Aircraft Systems and Technology Meeting, Dallas, Tex., Sept. 27.29, 1976, Paper 76-910. 12 p. 8 refs.

The design and flight characteristics of the XFV 12A, a high-performance VTOL supersonic fighter prototype with thrust augmenters integrated in the lifting surfaces are analyzed Compact ness combined with high maneuverability and a wide operational range are achieved through the use of a low canard, high wing configuration with tip mounted vertical tails. The wing endplates provide directional stability for the aircraft as well as a significant increase in longitudinal stability and effective aspect ratio. The multiple interactions of the canard wing, and endplates permit

significant configuration tradeoffs. The XFV 12A configuration was developed through a series of wind tunnel tests, and a finite element analysis based on the Woodward theory was used to fill in subsonic and supersonic aerodynamic characteristics and to verify component air loads. The theory demonstrates good agreement with experimental force and pressure data.

A76-45395 \* # Response analysis of flexible aircraft with active control R B Noll (Aerospace Systems, Inc., Burlington, Mass.) and L Morino (Boston University, Boston, Mass.) American Institute of Aeronautics and Astronautics, Aircraft Systems and Technology Meeting, Dallas, Tex., Sept. 27-29, 1976, Paper 76-913 8 p. 15 refs. Contract No. NAS1-13371

The small-perturbation equations of motion of a flexible aircraft with an active control technology (ACT) system are developed to evaluate the stability and performance of the controlled aircraft. The total aircraft system is formulated in state vector format and the system of equations is completed with fully unsteady and low frequency aerodynamics for arbitrary, complex configurations based on a potential aerodynamic method. The ACT system equations are incorporated in the digital computer program FCAP (Flight Control Analysis Program) which can be used for the analysis of complete aircraft configurations, including control system, with either low frequency or fully unsteady aerodynamics. The application of classical performance analyses including frequency response, poles and zeros, mean-square response, and time response in FCAP in state vector format is discussed.

A76-45396 # YC-14 propulsion system ground rig test W J Hirt (Boeing Co., Seattle, Wash.) American Institute of Aeronautics and Astronautics, Aircraft Systems and Technology Meeting, Dallas, Tex., Sept. 27-29, 1976, Paper 76 918. 10 p. 8 refs

This paper describes full-scale ground tests conducted to evaluate the propulsion system designed for the YC 14 STOL military transport airplane. The tests employed a specially designed ground test rig and balance system installed at Boeing's Tulalip, Washington, engine test facility. The test objectives were to confirm system safety to fly and to obtain data to be used in evaluating airplane inflight performance. Test results are presented showing that all test objectives were successfully accomplished. Data verifying engine acceptability in terms of airflow match and turbine pressure distortion are presented for both forward and reverse thrust operation. Nozzle performance and flow turning data, along with a limited amount of flap temperature data, also are presented.

(Author)

A76-45397 # An evaluation of very large airplanes and alternative fuels W T Mikolowsky (Rand Corp , Washington, D C ) L W Noggle (USAF, Wright Patterson AFB, Ohio), and W L Stanley (Rand Corp , Santa Monica, Calif ) American Institute of Aeronautics and Astronautics, Aircraft Systems and Technology Meeting, Dallas, Tex , Sept 27-29, 1976, Paper 76-920 13 p 22 refs

The paper examines the potential of very large airplanes (VLA) in the context of existing and possible future Air Force missions, and determines the most attractive fuel for airplanes of this type. The description of alternative VLA conceptual designs includes the desired aircraft characteristics, results of a screening analysis which identifies the most promising candidate fuels, and some characteristics of the alternative VLA projects, such as life cycle cost and energy consumption. Synthetic jet fuel, liquid methane, liquid hydrogen, and nuclear propulsion are the fuel alternatives selected for detailed analysis. The effectiveness of the alternative airplanes is analyzed in strategic airlift and station-keeping missions. It is shown that for most military applications, VLA with gross weight exceeding one million pounds promise to be superior to contemporary vehicles in terms of cost- and energy effectiveness. The conventional jet fuel (made from coal, oil shale or crude oil) appears to be the most effective at least up to year 2000 Nuclear propulsion is attractive only for station-keeping missions requiring larger station radii (greater than about 4000 nautical miles) SN

A76-45398 # Status Report - Subsonic aircraft noise reduction Update Sept 1976 R E Russell and J W Little (Boeing Commercial Airplane Co , Seattle, Wash ) American Institute of Aeronautics and Astronautics, Aircraft Systems and Technology Meeting, Dallas, Tex , Sept 27-29, 1976, Paper 76-921 10 p

Progress, current status and prospects in the aircraft noise reduction problem is considered using recent full scale test results Based on a Boeing balanced aircraft design study, incorporating advanced technology 20,000 lb thrust class high bypass ratio engines, the role of acoustic requirements in engine cycle selection for new airplanes is analyzed. The discussion covers noise component analysis for takeoff and approach stages, noise suppression design, relationships between noise reduction and airplane performance requirements, including payload ratio and fuel usage, and allowance for uncontrollable noise factors. It is shown that noise reduction is not as sensitive to subsequent bypass ratio increase as might be expected, and that core noise, jet noise and airframe noise represent floors preventing further practical noise reduction. Attention is paid to the recent estimates of potential progress that might be expected in 1990, and it is concluded that near-term prospects show some promise for snall additional noise reductions, but larger advances require intensive research and development of additional technology SN

A76-45399 # Future air cargo transportation system - A national need J M Norman and J H Burnett (Lockheed-Georgia Co, Marietta, Ga) American Institute of Aeronautics and Astronautics, Aircraft Systems and Technology Meeting, Dallas, Tex, Sept 27-29, 1976, Paper 76-922 7 p

This paper describes the air cargo system requirement as it has been identified in a hardware prototype test program funded by the private sector. In that program, standard 40 foot marine containers and standard highway trailers containing actual enroute cargo were loaded aboard military aircraft designed for cargo and transported transcontinental. Prototype hardware was used to accomplish the surface-to-air loading interface. That test program is described along with its participants, its organization, the hardware used, and the results. The technology and type of hardware needed to proceed are identified, and the way the development of such a system will enable the United States to maintain its position as the world leader in aerospace development and exports is discussed. (Author)

A76-45400 \* # A hybrid airship concept for Naval missions M Harper (NASA, Ames Research Center, Moffett Field, Calif) American Institute of Aeronautics and Astronautics, Aircraft Systems and Technology Meeting, Dallas, Tex., Sept. 27-29, 1976, Paper 76-923 11 p. 7 refs

A preliminary analysis of a hybrid semibuoyant delta-planform airship was performed using a computer synthesis program. The delta-planform hull shape was studied parametrically to determine the effects on vehicle performance for two Navy antisubmarine missions. The effects of buoyancy ratio, design speed, and altitude were also studied. The results suggest that long-range mission vehicles require a near buoyant or fully buoyant design and that there is no special advantage to the use of a lifting body hull shape. For shorter range missions, hybrid vehicles may have merit, and optimum vehicle buoyancy varies depending on whether a minimum-weight or minimum fuel-consumption design is desired. As compared with conventionally shaped airships, the benefits, if any, from a lifting-body configuration will be limited to missions requiring relatively higher flight speeds. (Author)

A76-45401 # Parametric design and analysis of large advanced military transports F J Verginia, E A Barber, and I H Rettie (Boeing Co., Seattle, Wash.) \*American Institute of Aero nautics and Astronautics, Aircraft Systems and Technology Meeting, Dallas, Tex., Sept. 27-29, 1976, Paper 76-924. 11 p. 6 refs.

An analysis intended to examine the application of large transport aircraft to the problem of strategic military airlift is presented. The effects of airplan size, payload, configuration, and advanced technology on the capability and life cycle costs of a

suitable fleet are studied using the results of an Airplane Responsive Engine Selection (ARES) computer aided analysis. Based only on life cycle costs and fuel efficiency, the optimum size of transport appears to much the range of 1.5 to 1.75 million pounds. Consideration of fuel- and range optimized designs has shown substantial differences in design approach, with fuel efficient designs requiring lower wing loading and thrust to weight ratio than the range optimized designs. A fuel cost of about \$2.00/gallon would be required to make the fuel-efficient design competitive with the minimum gross weight designs. The impact of advanced technology appears potentially very significant, particularly in the area of weight reduction from advanced structures and active controls.

A76-45402 # Concorde systems in airline operation R M McKinlay (British Aircraft Corp., Ltd., Commercial Aircraft Div., Fairford, Glos., England) American Institute of Aeronautics and Astronautics, Aircraft Systems and Technology Meeting, Dallas, Tex., Sept. 27-29, 1976, Paper 76-925. 8 p.

This paper describes the approach which was taken to Concorde system testing using the flying control system and air intake control system as examples. It describes the airline operations so far both as simulated for type certification and as flown by British Airways and Air France and assesses the behavior of the aircraft using the normal criteria. It concludes that while there have been problems they are not beyond what was expected, the current situation is satisfactory and the approach taken to systems testing was adequate. (Author)

A76-45404 , Flight test development and evaluation of a multimode digital flight control system in an A-7D L M Damman (USAF, Flight Test Center, Edwards AFB, Calif ) American Institute of Aeronautics and Astronautics, Aircraft Systems and Technology Meeting, Dallas, Tex., Sept. 27-29, 1976, Paper 76-927 12 p

A flight test development and evaluation of a multimode Digital Flight Control System (DFCS) installed in an A-7D was conducted by the Air Force Flight Test Center. This system used dual minicomputers to duplicate standard A-7D analog flight control system modes as well as provide two additional advanced control modes. This paper will summarize the ground and flight test techniques used and some specific results. In addition, features which proved beneficial for this type of development program will be highlighted. The results will be extracted from the 92 hour flight test program which was the first Air Force test and evaluation of a digital flight control system in a tactical fighter aircraft. (Author)

A76-45405 # Flight evaluation of a digital data broadcast technique as an aid to area navigation operations D W Richardson, M Hughes, and R A Elliott (Champlain Technology Industries, West Palm Beach, Fla) American Institute of Aeronautics and Astronautics, Aircraft Systems and Technology Meeting, Dallas, Tex., Sept 27-29, 1976, Paper 76-928 9 p 6 refs U S Department of Transportation Contract No FA75WA 3634

Preliminary analysis has indicated that a Digital Data Broadcast System (DDBS) concept could be applied as a potential solution to the problems of cockpit workload, pilot blunders, and airborne data storage when considered in terms of the utilization of Area Navigation (RNAV) within our National Airspace System (NAS). The basic philosophy of the program described in this paper was to concurrently evaluate both the operational impact of the DDBS concept under a set of flight evaluations, and the technical feasibility of a DDBS Engineering Model. The principal conclusion of this program substantiates and amplifies the original goals of the DDBS development effort, namely a reduction of cockpit workload, pilot blunders and steering errors.

A76-45406 Temperature Investigation of decelerating approaches of a twin engined jet transport aircraft C F G M Hofman (National Luchtvaartlaboratorium, Amsterdam, Netherlands) American Institute of Aeronautics and Astronautics, Aircraft Systems and Technology Meeting, Dallas, Tex., Sept. 27.29, 1976, Paper 76.929.12 p. 14 refs.

Aircraft noise perceived on the ground can be reduced by decelerating the aircraft during landing approach, with reduced fuel consumption and added benefit. Investigations were conducted to examine this noise reduction technique, consisting of a preliminary study with a fixed base flight simulator, an exploratory in-flight investigation, and a study with a moving base flight simulator. It was found that constant deceleration (0.5 kt/s) initiated at a speed above the final approach speed was executed with an increasing flap detection.

A76-45408 \* # Prediction methods for jet V/STOL propulsion aerodynamics M F Platzer (U S Naval Postgraduate School, Monterey, Calif) and R J Margason (NASA, Langley Research Center, Hampton, Va) American Institute of Aeronautics and Astronautics, Aircraft Systems and Technology Meeting, Dallas, Tex, Sept 27-29, 1976, Paper 76-932 28 p 105 refs

The current status of prediction methods for propulsive flows and propulsion-induced effects which occur on jet V/STOL aircraft is reviewed. Among the major topics studied are flows in propulsive ducts, propulsion-induced ground and thermal effects, aerodynamic loads induced during V/STOL and transition flight, flow vectoring devices, and thrust augmented ejector and lift fan studies. The current predictive capability in jet V/STOL propulsion aerodynamics is assessed. Future research needs are identified, with particular reference to activities that can improve the usefulness of prediction methods for jet V/STOL aircraft.

A76-45409 ," A wind tunnel study of a circulation-controlled elliptical airfoil T A Stevenson, M E Franke, W E Rhynard, Jr (USAF, Institute of Technology, Wright Patterson AFB, Ohio), and J R Snyder (USAF, Aeronautical Systems Div, Wright-Patterson AFB, Ohio) American Institute of Aeronautics and Astronautics, Aircraft Systems and Technology Meeting, Dallas, Tex., Sept 27-29, 1976, Paper 76-933 6 p 10 refs

A circulation control method for increasing the low speed lift characteristics of an elliptically shaped airfoil is investigated in wind tunnel tests. Circulation control is achieved from a jet of air that exits through a 0.02-in spanwise slot along the upper surface of the airfoil near the trailing edge. The lift is shown to increase with increase in blowing rates. The added lift is attained at small or even negative angles of attack with relatively small amounts of blowing air. A splitter plate attached to the lower surface of the airfoil is shown to reduce the drag and improve the lift to-drag ratio. (Author)

A76-45410 \* ... Prediction of longitudinal aerodynamic characteristics of STOL configurations with externally blown high lift devices M R Mendenhall and S B Spangler (Nielsen Engineering and Research, Inc., Mountain View, Calif.) American Institute of Aeronautics and Astronautics, Aircraft Systems and Technology Meeting, Dallas, Tex., Sept. 27.29, 1976, Paper 76-934. 11 p. 9 refs. Contracts No. NAS1.13158, No. NAS1-14086

A theoretical method has been developed to predict the longitudinal aerodynamic characteristics of engine wing flap combinations with externally blown flaps (EBF) and upper surface blowing (USB) high lift devices. Potential flow models of the lifting surfaces and the jet wake are combined to calculate the induced interference of the engine wakes on the lifting surfaces. The engine wakes may be circular, elliptic, or rectangular cross sectional jets, and the lifting surfaces are comprised of a wing with multiple slotted trailing edge flaps or a deflected trailing-edge Coanda surface. Results are presented showing comparisons of measured and predicted forces, pitching moments, span load distributions, and flow fields.

(Author)

A76-45411 # Low and intermediate temperature application of composite materials to aircraft engines A P Adamson and S Wakefield (General Electric Co., Cincinnati, Ohio) American Institute of Aeronautics and Astronautics, Aircraft Systems and Technology Meeting, Dallas, Tex., Sept. 27-29, 1976, Paper 76-936. 6 p

The story at General Electric on low and intermediate temperature application of composite materials to aircraft engines is one of guarded optimism. The present limited use of composites in the CF6 and other engines is described. Projected uses for such components as fan blades and engine frames are examined in some detail, as are some of the internal and government-funded programs which are bringing this advanced technology to successful application. Fabrication and testing equipment of general interest is also discussed Additional potential applications of composite materials in aircraft engines are outlined. (Author)

A76-45413 # Directional structures for advanced aircraft turbine blades D N Duhl and E R Thompson (United Tech nologies Corp., East Hartford, Conn.) American Institute of Aero nautics and Astronautics, Aircraft Systems and Technology Meeting, Dallas, Tex., Sept. 27-29, 1976, Paper 76-938. 11 p. 20 refs.

To achieve the performance and durability requirements of advanced gas turbine engines, high pressure turbine blade materials with directional structures will be required. Directional structures can be obtained by liquid solid (solidification), by solid solid (recrystallization) reactions or by composite fabrication techniques Currently, directional solidification is utilized to produce columnar grained superalloy turbine airfoils. This production process can be modified to provide single crystal superalloys or directionally solidified eutectic, turbine blades. Directional superalloy structures can also be obtained by a solid state recrystallization process referred to as directional recrystallization. In addition, directional composite structures are fabricated by reinforcing a superalloy matrix with high strength, refractory metal wires. These five directional turbine blade materials are compared for use in advanced gas turbine aircraft engines. The present status of each advanced material is reviewed and the advantages and limitations of each is assessed

A76 45414 \* , Prospective markets and design concepts for civilian remotely piloted aircraft W P Nelms, Jr , T J Gregory (NASA, Ames Research Center, Moffett Field, Calif ), and J R Aderhold (Lockheed Missiles and Space Co , Inc , Sunnyvale, Calif ) American Institute of Aeronautics and Astronautics, Aircraft Systems and Technology Meeting, Dallas, Tex , Sept 27-29, 1976, Paper 76 939 10 p

This paper summarizes a study that examines the technical economic and environmental aspects of remotely piloted vehicles (RPVs) in the civil environment. A market survey was conducted in which 35 civil applications of RPVs were identified. For a number of these uses, vehicle and system concepts were defined, benefit and cost comparisons were made with present methods, and the influence of safety and environmental implications was assessed. The results suggest a sizable potential demand for the use of RPVs in the civil sector, and some of the applications show promising cost savings over established methods. A focussed technology effort could provide the safety assurances needed for routine civilian operation of RPVs.

(Author)

A76-45415 ," Integrated flight control system design for CCV J A Boudreau (Grumman Aerospace Corp , Bethpage, N Y ) American Institute of Aeronautics and Astronautics, Aircraft Systems and Technology Meeting, Dallas, Tex , Sept 27-29, 1976, Paper 76 941 15 p 5 refs

The advent of Controlled Configured Vehicle (CCV) design approaches has imposed severe reliability and fault tolerance requirements on aircraft flight control and supporting systems. This paper establishes the requirements for, and develops the configuration of an integrated Fly By-Wire (FBW) flight control system suitable for an unstable CCV fighter/attack aircraft design. The hydraulic and electric power systems are an integral part of the design problem, since their functions are essential to safety of flight. A three-channel FBW system configuration was chosen as optimum. The system features in line monitored active/on line secondary actuators, skewed rate gyros and triplex digital computers, accelerometers and pilot input transducers.

A76-45416 Wrap around fins Design considerations R D Meyer (Vought Corp., Systems Div., Dallas, Tex.) American Institute of Aeronautics and Astronautics, Aircraft Systems and Technology Meeting, Dallas, Tex., Sept. 27-29, 1976, Paper 76-942

Design problems for missile wrap around fins in several configurations arising in a study of a tube-launched cruise missile constrained in length and optimized for range are reported. Tail fins are responsible for roll and pitch control in the absence of ailerons Major problems tackled are optimizing fin geometry for maximum roll control, and minimizing control cross couplings induced by the fin curvature. Roll control is aided by placing the missile C.G. such that tail load during pitch trim is minimized, and by utilizing the available circumference with the smallest number of fins (three) providing greatest aspect ratio, longest moment arm, and least interference between fins. The optimum C.G. location renders the tail off configuration neutrally stable. Fins on and fins-off reutral stability is compared.

A76-45417 \* # Applications of oblique-wing technology - An overview W P Nelms, Jr (NASA, Ames Research Center, Moffett Field, Calif) American Institute of Aeronautics and Astronautics, Aircraft Systems and Technology Meeting, Dallas, Tex., Sept. 27-29, 1976, Paper 76-943 23 p. 33 refs

A summary of oblique-wing technology programs, including system studies and experimental activities, is presented. Oblique-wing civil transports were studied and compared with conventional configurations at design cruise. Mach numbers of 0.95 and 1.2 Studies of military configurations employing oblique-wing technology considered aircraft concepts, remotely piloted vehicles, and a cruise missile. Experimental activities included wind-tunnel tests of high and low aspect ratio oblique wings, flight tests are planned using unmanned and manned vehicles. The research program suggests that oblique-wing technology offers improved performance over conventional concepts for aircraft operating in the transonic speed range.

(Author)

A76 45418 , Central Integrated Test Sub System F101 engine in B-1 aircraft V W Lawson (General Electric Co , Evendale, Ohio) and T A Hait (Rockwell International Corp , Los Angeles, Calif ) American Institute of Aeronautics and Astronautics, Aircraft Systems and Technology Meeting, Dallas, Tex , Sept 27 29, 1976, Paper 76 944 4 p

The Central Integrated Test System (CITS) of the B 1 aircraft continually tests the operability of aircraft subsystems, identifying faults and displaying malfunction data to the aircrew for evaluation of mission capability and recording data to facilitate aircraft maintenance. The four F101 turbofan engines form one of the B 1 subsystems monitored by CITS. The test system consists of a digital computer, data acquisition units, a control and display for the man/machine interface, a clear text printer to provide immediate post-flight maintenance data, and a magnetic tape digital recorder to provide overall maintenance data for ground processing equipment. The paper presents system description, the selected parameters, samples of in flight and on ground computer logic, and results of CITS tests.

A76-45419 # Performance of a new positive-displacement air cycle machine R E Smolinski and L L Midolo (USAF, Flight Dynamics Laboratory, Wright Patterson AFB, Ohio) American Institute of Aeronautics and Astronautics, Aircraft Systems and Technology Meeting, Dallas, Tex., Sept. 27-29, 1976, Paper 76-946

A new design in rotary-vaned positive-displacement air cycle machines (ACM) has been evolving and will soon compete with the conventional turbomachine designs presently used throughout military and commercial aircraft environmental control systems (ECS) The latest ACM, designed to meet advanced fighter aircraft

mission cooling requirements is being tested and evaluated in the AF Flight Dynamics Laboratory facilities. A performance map has been generated for both the compressor and expander components of the machine Several 'closed-loop' and 'open-loop' refrigeration cycles are being analyzed by computer with the positive-displacement ACM in the loop. The results of the analysis are compared with conventional aircraft ECS performance (Author)

Air cycle ground air conditioners for aircraft support G E Martin (USAF, Aeronautical Systems Div, Wright-Patterson AFB, Ohio) American Institute of Aeronautics and Astronautics, Aircraft Systems and Technology Meeting, Dallas, Tex , Sept 27-29, 1976, Paper 76-947 5 p

The paper presents the principal design objectives of the development programs for air cycle air conditioners used to support U.S. Air Force tactical aircraft. The design selected to meet the objectives of these programs will be discussed. The history of the development programs will be reviewed to illustrate the gradual evolution of this type ground air conditioner. A summary of the proposed development program to further enhance the capability of air cycle air conditioners, while reducing noise level and fuel consumption, will be provided (Author)

A76-45469 A near wake model for the aerodynamic pressures exerted on singing trailing edges W K Blake (US Naval Material Command, David W Taylor Naval Ship Research and Development Center, Bethesda, Md ) Acoustical Society of America, Journal, vol 60, Sept 1976, p 594-598 11 refs Navy-supported research

Periodic vortex streets are formed in the wakes of blunted trailing edges on airfoils and struts. The pressures generated on the shedding struts by the vortices in these wakes are periodic in time with a frequency that is set by the shedding rate for the vortices. A simple analytical formulation is derived to relate wake-induced pressures to the characteristics of the wake near the edge. The chordwise distribution and magnitude of the pressure is shown as a function of the circulation of shed vortices, as well as the formation distance and the spacing of the vortices in the street

A76-45474 International bibliography of Air Law Supplement 1972-1976 Edited by W P Heere (Utrecht, Rijksuniversiteit, Utrecht, Netherlands) Leiden, A W Sijthoff International Publish ing Co., 1976 191 p 2415 refs \$22

The bibliographical supplement contains entries in a variety of languages and a table of contents and a subject index in English, French and Spanish Air law is covered in relation to such subjects as the administration of national and international aviation, the aviation industry, aircraft, airports, air transport, accidents, insurance, military aviation, and acts on board aircraft RI

Buckling of shells, Meeting on Shell Buckling, A76-45476 Braunschweig, West Germany, June 19, 20, 1975, Lectures and Discussion Contributions (Beulen von Schalen, Schalenbeultagung, Braunschweig, West Germany, June 19, 20, 1975, Vorträge and Diskussionsbeitrage) Meeting sponsored by the Deutsche For schungs- und Versuchsanstalt für Luft- und Raumfahrt Braun schweig, Deutsche Forschungs- und Versuchsanstalt für Luft- und Raumfahrt, 1975 302 p In German

A survey of the buckling and postbuckling behavior of thinwalled circular cylinders is considered along with the question of the postbuckling load of cylinders in plastic buckling, buckling tests involving thin-walled circular cylinder shells in the wind tunnel, the effect of imperfections on the buckling load of spherical shells, and the computation of the buckling loads of ring-reinforced cylinders with stepwise variable wall thickness. Attention is also given to orthotropic cylindrical shells in the practice of space technology, the determination of the stability of reinforced plates of shells, stability tests involving aircraft structural components, and the effect of

curvature and of geometrical imperfections on the stability characteristics of the shells

Individual items are announced in this issue

A76-45485 #

Stability tests involving aircraft structural components (Stabilitatsversuche an Flugzeugbauteilen) L Schwarmann In Buckling of shells, Meeting on Shell Buckling, Braunschweig, West Germany, June 19, 20, 1975, Lectures and Discussion

G R

Contributions Braunschweig, Deutsche Forschungs- und Versuchsanstalt für Luft- und Raumfahrt, 1975, p. 283 290 In German

An experimental investigation was conducted of the stability of fuselage components for the Airbus A 300 B. The components studied were weakly curved shell parts connected by rivets to reinforcing elements. Compressive load conditions and shear stresses. were considered. Attention is also given to static tests conducted with a static cell of the airliner F 28 in connection with studies of the bearing strength of the cell

A76-45487 # Application and employment of RPV's in Central Europe (Anwendung und Einsatz von RPV's in Mitteleuropa) J Spintzyk and G Harms (Dornier GmbH, Friedrichshafen, West Germany) Deutsche Gesellschaft fur Luft- und Raumfahrt, Symposium on Remotely Piloted Vehicles, Porz-Wahn, West Germany, May 13, 1976, Paper 76 061 44 p In German

The considered employment possibilities are related to air reconnaissance, attack missions, and air defense suppression Mission and system concepts for the considered applications are discussed and the technological requirements are examined. A more detailed description is presented of RPV's for directing artillery fire and of RPV's for ground attack missions. An analysis is conducted of RPV related objectives of the armed forces of West Germany, taking into account general problems of the defense of Central Europe and specific tasks of the army and the air force

A76-45488 // Means and procedures for obtaining an adequate survival probability in the case of RPV (Mittel und Verfahren bei RPV zur Erzielung ausreichender Überlebenswahr scheinlichkeit) H J Beisenherz and V Schlenkrich (Vereinigte Flugtechnische Werke-Fokker GmbH, Bremen, West Germany) Deutsche Gesellschaft fur Luft und Raumfahrt, Symposium on Remotely Piloted Vehicles, Porz Wahn, West Germany, May 13, 1976, Paper 76 065 32 p In German

An investigation is conducted concerning the dangers and hazards to which an RPV is exposed during ground attack missions. taking into account approaches for enhancing the chances of RPV survival RPV design concepts for implementing these approaches are considered and the meaning of the term 'adequate survival probability' is discussed. Attention is given to tactical measures, including a flight close to the ground, and to RPV design characteristics which will make the detection and tracking of the RPV by the enemy more difficult

A76-45489 # Existing RPV programs (Existente RPV-Programme) H J Weiss Deutsche Gesellschaft fur Luft- und Raumfahrt, Symposium on Remotely Piloted Vehicles, Porz Wahn, West Germany, May 13, 1976, Paper 76-060 21 p In German

The article surveys declassified material on remotely piloted vehicles and their functions, primarily Canadian and US develop ments. The West German CL89 reconnaissance drone is discussed RPV system requirements and various RPV functions are reviewed target designation, spotting and fire control, loiter time in target area, automatic operation, low radar profile, vulnerability to hostile counteraction, testing and maintenance. Retrievable and reusable RPVs, midair retrieval techniques, drogue and parachute landing, operation from road launchers or from ship decks, and high flying standoff RPVs are discussed. The use of one-way one-shot RPVs for ECM missions or kamikaze strikes is also discussed RDV

A76-45494 # Functional and reliability requirements concerning RPV's from the point of view of traffic safety and military cost effectiveness (Forderungen an Funktion und Zuverlassigkeit von RPV's aus der Sicht der Verkehrssicherheit und der militarischen Kosteneffektivitat) H Kaschutz (Bundesamt für Wehrtechnik und Beschaffung, Bundeswehr für Luftfahrtgerat, Munich, West Germany) and B Krogull (Messerschmitt-Bolkow-Blohm GmbH, Ottobrunn, West Germany) Deutsche Gesellschaft für Luft- und Raumfahrt, Symposium on Remotely Piloted Vehicles, Porz-Wahn, West Germany, May 13, 1976, Paper 15 p In German

The employment of unmanned aircraft for military objectives provides a possibility to perform certain operations more efficiently or at lower cost than with alternate manned systems. However, the differences in the characteristics of unmanned and manned systems have to be taken into account in considering the implications of RPV operation on peace-time air traffic conditions. Questions regarding the application of the regulations of the air law on RPV operation are discussed. A reliability analysis of RPV's is conducted and aspects of cost effectiveness are investigated.

A76-45496 A unified signal processor for TACAN navigation sets B E Bjerede (General Dynamics Corp., Electronics Div., San Diego, Calif.) (Institute of Navigation, Annual Meeting, 31st, Washington, D.C., June 24, 25, 1975.) Navigation, vol. 23, Summer 1976, p. 119 127

A unified signal processor (USP) handles both digital and analog functions, using a time-shared microprocessor controlled by a ROM-stored program. The USP is incorporated in the AN/ARN-119 TACAN navigation set, with improved performance, a twofold improvement in parts count and reliability (compared to conventional TACAN signal processors). Flight, qualification, and reliability tests have been completed on the integrated system. The USP extracts and displays range and bearing, performs AGC and automatic tests, and switches antennas. Analog/digital signal conversion interfaces, range and bearing acquisition algorithms, and circuitry of phase-locked loops and digital filters are covered. Chief advantages of the USP are high reliability, flexibility, freedom from drift and adjustments, low parts count, low cost, unlimited precision in signal processing, and ease of microelectronic implementation.

A76-45501 # Evaluation of Advanced Naval Vehicles Concepts T L Meeks (U S Navy, Arlington, Va) and P J Mantle (Mantle Engineering Co, Inc, Arlington, Va) American Institute of Aeronautics and Astronautics and Society of Naval Architects and Marine Engineers, Advanced Marine Vehicles Conference, Arlington, Va, Sept 20-22, 1976, AIAA Paper 76-846 19 p 15 refs

The Advanced Naval Vehicles Concepts Evaluation (ANVCE) Project was set up within Chief of Naval Operations (CNO) Office with the designated code OP 96V The ANVCE Project is specifically directed to evaluate nine general concepts (air loiter aircraft, LTA craft, sea loiter aircraft, WIG, ACV, hydrofoils, planing craft, SES and SWATH) to determine their military worth, technical feasibility and cost. The growing concern for the cost of these high performance vehicles and the need to meet increased technological threats has led to the need for this evaluation. The current paper provides a summary of the military needs, project formulation and technical status to date. The paper summarizes major items germaine to the state-of-the-art technology assessment and the specific analyses and model testing presently underway to improve the technological data base Emphasis is given to the need for technology to be directed toward meeting defined operational requirements (Author)

A76-45508 # Interference effects on lateral forces and moments on high L/B SES arrangements M B Wilson (U S Naval Material Command, David W Taylor Naval Ship Research and Development Center, Bethesda, Md) American Institute of Aero nautics and Astronautics and Society of Naval Architects and Marine

Engineers, Advanced Marine Vehicles Conference, Arlington, Va, Sept 20-22, 1976, AIAA Paper 76-859 15 p 20 refs

A method based on slender wing theory is developed for the prediction of interference effects due to both thickness and incidence on the side force and yaw moment acting on the two hulls of a surface-effect-ship configuration moving with a constant yaw angle. The result is a low aspect ratio biplane theory wherein the hulls together comprise a compound slender wing. Free surface and cushion effects are ignored. Attached flow properties are modeled using slender body versions of spanwise distributed sources and doublets. Nonlinear hydrodynamic reactions due to separated flow are estimated by a method using the leading edge suction analogy developed by Polhamus, Lamar, and others at NASA Langley. Results of this work show that due to interference, there are reductions in the magnitudes of the total side force and moment on the combination of hulls compared with twice the isolated hull values.

A76-45517 # Recent advances in wing-in-ground effect technology R W Gallington, H R Chaplin, F W Krause (U S Naval Material Command, David W Taylor Naval Ship and Research Development Center, Bethesda, Md), J A Miller (Logicon, Inc., Bedford, Mass.), and J C Pemberton (Scani Valve Corp., San Diego, Calif.) American Institute of Aeronautics and Astronautics and Society of Naval Architects and Marine Engineers, Advanced Marine Vehicles Conference, Arlington, Va., Sept. 20.22, 1976, AIAA Paper 76-874. 22 p. 19 refs

The Power Augmented Ram Wing (PAR) phenomena in which the efflux from forward-mounted propulsors is directed into the open-fronted cavity formed by the wing, water surface, end plates, and trailing edge flap can be used to lift and accelerate Wing in Ground Effect (WIG) vehicles at relatively high wing loading. The performance limits of PAR are theoretically and experimentally described. A factor of two reductions in tail volume has been achieved through improved understanding of the flow around WIG vehicles. The vortex sheet shed from the bottom of the ride plates is illustrated in wind tunnel flow visualization photographs and in film of man-carrying flights. An optimally designed active control system applied to WIG pitch and heave motions is shown to cause recovery from an upset in about one-quarter the time required for a stable but uncompensated vehicle. (Author)

A76-45519 # A review of sea lotter aircraft technology B S Papadales, Jr and D W Taylor (US Naval Material Command, David W Taylor Naval Ship Research and Development Center, Bethesda, Md) American Institute of Aeronautics and Astronautics and Society of Naval Architects and Marine Engineers, Advanced Marine Vehicles Conference, Arlington, Va, Sept. 20-22, 1976, AIAA Paper 76-876, 12 p. 36 refs

Takeoff and landing hydrodynamics, sea loitering hydrodynamics, and propulsor-water (spray) interaction are singled out as the major technologies to be developed for sea loiter capability Availability of efficient ASW equipment renders sea loiter craft concepts more practicable. The article reviews developments in hydroskis, hydrofoils, vertical floats presenting limited waterplane area (to decouple wave motions and hull motions), air cushion landing systems and surface effect takeoff and landing (SETOL), and various hull configurations. Landing impact and wave slamming loads, stability afloat or submerged, effect of sea states (calm, choppy), disadvantages of a submerged mode, nonplaning configurations, and amphibious capability are also discussed.

A76-45521 "Fractical considerations regarding wing-inground-effect aircraft E H Handler (U.S. Navy, Carderock, Md.)

American Institute of Aeronautics and Astronautics and Society of Naval Architects and Marine Engineers, Advanced Marine Vehicles Conference, Arlington, Va., Sept. 20-22, 1976, AIAA Paper 76-878

10 p. 37 refs

It is demonstrated, using seaplane technology and experience,

that hydrodynamic configurations permitting water operations are, for the most part, incompatible with aerodynamic features required for extended flight in ground effect. The installed thrust specified for wing-in ground-effect aircraft (WIGs) frequently is inadequate to accelerate the craft from rest to take-off. Furthermore, the aircraft must fly high enough to avoid catastrophic encounter with 'rogue' waves which are up to three times as high as 'significant' waves of the existing sea state. Rogues are infrequent, but inevitable. It is concluded that it is not feasible either to design WIGs for operations from the water or to fly in ground effect over the open ocean.

(Author)

A76 45696 # The development phase, design, manufacture and quality control of the MRCA-radome H Bertram, G Wandel (Telefunken AG, Hamburg, West Germany), P Bini (Aeritalia S p A, Turin, Italy), T Cook, and W Kendall (British Aircraft Corp., Ltd., Stevenage, Herts., England) In International Conference on Electromagnetic Windows, 3rd, Ecole Nationale Superieure de Techniques Avancees, Paris, France, September 10 12, 1975, Proceedings Volume 1 Paris, Delegation Ministerielle pour l'Armement, 1976, p. 329, 331, 333-349 (14 ff.)

Basic considerations concerning the design and manufacturing of the MRCA radome are presented. Structural analysis of the radome when subjected to aerodynamic loads was based on structural tests (pressure measurements, strain gaging, etc.), and NASTRAN finite element analysis. A computer program for radome electrical design is described, and materials selection (an 'E' glass woven reinforcement in an epoxy matrix was selected) is examined. The manufacturing of the radome is considered with a description of the mold and the molding process, and the IPD spray correction equipment.

A76-45699 # Inventory of possibilities that a weaver offers to radome manufacturers (Inventaire des possibilites offertes par un tisseur aux fabricants de radômes) J Brochier (Societe J Brochier et Fils, Villeurbanne, France) In International Conference on Electro magnetic Windows, 3rd, Ecole Nationale Superieure de Techniques Avancees, Paris, France, September 10 12, 1975, Proceedings Volume 2 Paris, Delegation Ministerielle pour l'Armement, 1976, p. 195-198 In French

The paper reviews various aspects of fiber weaving and how new weaving techniques can lead to the improved performance of radomes. The weaving of such fibers as glass, quartz, and Kevlar for the reinforcement of radome cores is considered.

A76 45700 # Rain erosion characteristics of Concorde A
A Fyall and R B King (Royal Aircraft Establishment, Farnborough,
Hants , England) In International Conference on Electromagnetic
Windows, 3rd, Ecole Nationale Superieure de Techniques Avancees,
Paris, France, September 10 12, 1975, Proceedings Volume 2
Paris, Delegation Ministerielle pour l'Armement,
1976, p 209 235, 237, 239 (13 ff ) 5 refs

The paper examines the rain erosion characteristics of the Concorde and the research aimed at validation of the aircraft in rain Civil Aviation Authority requirements are outlined and flight profile analyses are summarized Experimental data from tests with a whirling arm, with a rocket sled and from flight in rain by a Phantom are presented Conclusions based on all of these tests are given and recommendations are made for the certification of the Concorde in rain, together with possible in service inspection procedures

A76-45702 # Evolution of the technology of broadband radomes for supersonic aircraft (Evolution de la technologie des radômes a large bande pour avion supersonique) R Berland (Thomson CSF, Malakoff, Hauts-de-Seine, France) In International Conference on Electromagnetic Windows, 3rd, Ecole Nationale Superieure de Techniques Avancees, Paris, France, September 10-12, 1975, Proceedings Volume 2

Ministerielle pour l'Armement, 1976, p. 307, 309, 311 317 (5 ff.). In French

The paper examines the rain erosion response of an ECM type conical radome for supersonic aircraft, where the antenna is characterized by a wide open radiation pattern in a frequency band of 1-18 GHz. A broadband hemispherical radome is considered with attention paid to structural properties, the protective coating resistant to rain erosion, the internal adaptation layer, and phases of radome molding. The future prospects of supersonic radome technology are examined with the feasibility of extending the operating temperature to 250 C discussed.

A76 45703 # B-1 forward radome microwave test range J M Carter (Carco Electronics, Menlo Park Calif ) In International Conference on Electromagnetic Windows, 3rd, Ecole Nationale Superieure de Techniques Avancees, Paris, France, September 10 12, 1975, Proceedings Volume 2 Paris, Delegation Ministerielle pour l'Armement, 1976, p. 329, 331 333, 336 (9 ff )

The B-1 radome test system was installed in a flat area near Weedpatch, California, with about 1.2 x 10 to the 6th sq m of land flattened to maintain a controlled ground plane. The test system consists of the radome positioning fixture, a five antenna null seeking system, and a control console. Measurements were made of the radiation pattern, radome reflection, and tracking accuracy.

A76-45704 # Polyaminobismaleimides in high performance radomes and new possibilities of utilizing them (Les polyaminobismaleimides dans les radômes de hautes performances et des possibilities nouvelles pour la mise en oeuvre) G Pouzols (Rhone Poulenc Industries, Division Chimie Fine, Paris, France) In International Conference on Electromagnetic Windows, 3rd, Ecole Nationale Superieure de Techniques Avancees, Paris, France, September 10-12, 1975, Proceedings Volume 2 Paris, Delegation Ministerielle pour l'Armement, 1976, p 355-361, 363 In French

Polyaminobismaleimides (PABM) used as radome core materials display good mechanical properties, resistance to thermal fatigue and to lightning and chemical attack. PABM is suitable for use in supersonic aircraft radomes (Mach 3 and 3 5) when the temperature can reach as high as 220 250 C. Various PABM resins are considered as radome materials including Kerimid 601, 607 and 353 and Kinel 5504.

A76-45760 # Measured pressure distributions on an airfoil with oscillating jet flap J M Simmons (Queensland, University, Brisbane, Australia) AIAA Journal, vol 14, Sept 1976, p 1297 1302 12 refs Australian Research Grants Committee Grant No F70/17452

The experiments described, in conjunction with an earlier study by the author, comprise a set which enables the prediction of aerodynamic forces and moments on a two dimensional airfoil undergoing general motions involving small displacements. The magnitude and phase angle of aerodynamic derivatives generated on a fixed airfoil by small oscillations of a jet flap at the trailing edge have been measured in incompressible flow. The measurements reported agree well with the majority of other experimental data. The trends are predicted by the theory of Potter, but not by the theory of Spence which should be applied only for much higher dimensionless frequencies than those used in the experiments. (Author)

A76-45776 \* The future of aeronautical transportation, Proceedings of the Princeton University Conference, Princeton, N J , November 10, 11, 1975 Conference supported by the Boeing Co , Grumman Corp , McDonnell Douglas Corp , NASA, Northrop Corp , and United Technologies Corp Princeton, N J , Princeton University, 1976 480 p S20

Papers are presented on first and second generation supersonic transports, the Supersonic Cruise Aircraft Research Program, wide-body subsonic transports and vertical and short takeoff and landing transports. Aspects of aircraft design are examined including he airframe, propulsion and electronics. Government regulation, cost/benefit analysis of research and development, airline economics and aircraft financing are also considered. The environmental impact of air transportation is discussed with emphasis on atmospheric emissions (including stratospheric pollution) and noise pollution.

R I

A76-45777  $\frac{1}{17}$  First generation supersonic transports P Poisson Quinton In The future of aeronautical transportation, Proceedings of the Princeton University Conference, Princeton, N J , November 10, 11, 1975 Princeton, N J , Princeton University, 1976, p 1 1 to 1-57 27 refs

The major events of supersonic transport research and development are reviewed. The development of supersonic transports in Europe and in the Soviet Union is considered, focusing on aerodynamic, propulsion and structural aspects. The Concorde in flight is examined with emphasis on flight testing and flight operations (noise, airworthiness, and operational regularity).

A76-45778  $_{\rm II}$  Towards a second generation of supersonic transport P Lecomte and G Cormery (Societe Nationale Industrielle Aerospatiale, Toulouse, France) In The future of aeronautical transportation, Proceedings of the Princeton University Conference, Princeton, N.J., November 10, 11, 1975

Princeton, N J , Princeton University, 1976, p 21 to

The paper reports on studies of second generation supersonic transports focusing on such aspects as fuel capacity limitations and runway strength limitations, margin definition, the weighted efficiency criterion and lift/drag improvement with a canard configuration. Also considered are minimum flyover noise, and the bypass ratio effect on lateral noise Aerodynamic, structural and noise reduction design of the second generation Concorde is considered.

ВЈ

A76-45779 \* # Recent developments in NASA's Supersonic Cruise Aircraft Research /SCAR/ Program V R Mascitti and F E McLean (NASA, Langley Research Center, Hampton, Va) In The future of aeronautical transportation, Proceedings of the Princeton University Conference, Princeton, N J, November 10, 11, 1975
Princeton, N J, Princeton University, 1976, p 3-1 to 3-21 12 refs

The paper reviews the SCAR program with emphasis on research in the areas of propulsion system, structures and materials, self-dynamic performance, stratospheric emissions, and stability and controls. Specific results relate to multicycle engine progress, coannular jet noise relief, blended wing-body configuration progress, powered lift progress, and progress in structural design methodology.

A76-45780 \* # Goals for a future SST A Ferri (New York University, New York, NY) In The future of aeronautical transportation, Proceedings of the Princeton University Conference Princeton, NJ, November 10, 11, 1975
Princeton, NJ, Princeton University, 1976, p 4-1 to 4 25 8 refs Grants No NGL-33 016-119, No NGR-33-016 131

The paper attempts to define a desirable and reachable goal for a second generation SST Justifications for the need of an SST are considered as is the ecological impact of a second generation SST project. Required technology advances to reach the range of 6500 nautical miles are examined along with structural weight reduction and drag reduction. Possible performance improvements due to design modifications are discussed, and environmental problems are discussed in detail with emphasis on sonic booms.

A76-45781 # Advanced subsonic aircraft - The technological response to future air transportation needs R S Shevell (Stanford

University, Stanford, Calif) In The future of aeronautical transportation, Proceedings of the Princeton University Conference, Princeton, N.J., November 10, 11, 1975
Princeton, N.J., Princeton University, 1976, p. 5-1 to 5-26

The history of transport aircraft is reviewed as are technological advances - drag reduction, weight reduction, improvement in lift coefficient, etc. Some developments in air transportations which raised great expectations, but have failed to have a significant impact are reviewed laminar flow control, nuclear powered aircraft, STOL and the supersonic transport. The feasibility of hydrogen-fueled aircraft is discussed.

B J

A76-45782 # Future of VTOL and other radical concepts R H Miller (MIT, Cambridge, Mass ) In The future of aeronautical transportation, Proceedings of the Princeton University Conference Princeton, N J , November 10, 11, 1975
Princeton, N J , Princeton University, 1976, p. 6.1 to 6-25

The paper considers the future of short and long haul air transportation from the economic, social and technical points of view. The use of VTOL for short haul and suburban transportation is examined, as is the use of suborbital hypersonic transport for long (up to antipodal) distances.

B.J.

A76-45783 \* # Overview of research and development A M Lovelace (NASA, Office of Aeronautics and Space Technology, Washington, D C) In The future of aeronautical transportation, Proceedings of the Princeton University Conference, Princeton, N J, November 10, 11, 1975 Princeton University, 1976, p 8 1 to 8 10

A review of current NASA air transportation programs is presented Attention is paid to propulsion research, aviation safety and human factors. Six programs for subsonic transports have been recommended, three in propulsion, two in aerodynamics and one in structures. Supersonic transportation is discussed, as is VTOL research.

A76-45784 Teuture trends in transport aircraft propulsion Wild History Aircraft Group, East Hartford, Connil In The future of aeronautical transportation, Proceedings of the Princeton University Conference Princeton, N.J., November 10, 11, 1975.

Twenty one charts on possible future trends in transport aircraft propulsion technology are presented. Attention is paid to future engine requirements, airline economics, engine related costs subsonic transport fuel consumption, potential turbofan fuel consumption, advanced technology long range quadjet fuel use trends, fan efficiency improvement, technology advancements in fan blade design, compressor efficiency improvement, turbine airfoil alloys, coatings on turbine air foils, progress in compressor airfoil reduction, lower aspect ratio blading, fabrication technology for lower cost, digital electronic engine control, a variable stream control engine

(VSCE-502B), and the VSCE relative to the first generation SST

ВJ

A76-45785 # The electronic environment - A major discipline in the future growth of aeronautical transportation G B Litchford In The future of aeronautical transportation, Proceedings of the Princeton University Conference, Princeton, N J , November 10, 11, 1975 Princeton, N J , Princeton University, 1976, p. 11-1 to 11 14, Discussion, p. 11 15 8 refs

The paper examines current methods of using electronics in aviation systems and in air traffic control. Traffic delays are plotted vs aviation system capacity, and a table is presented studying the impact of aviation systems on the future of air transportation. Pilot participation in ATC functions is considered, and it is shown that more direct pilot involvement improves air safety. A table is presented on pilot control of proximity.

turbojet

A76-45786 # On the future of aeronautical transportation F E Moss (U.S. Senate, Washington, D.C.) In The future of aeronautical transportation, Proceedings of the Princeton University Conference, Princeton, N.J., November 10, 11, 1975

Princeton, N.J., Princeton University, 1976, p. 13-1 to

13-11

The future of air transportation is discussed with emphasis on fuel costs, consumption and efficiency. The roles of NASA and ERDA in developing a fuel efficiency program are examined  $$\rm B\ J$$ 

A76-45787 # Governmental regulation G C Eads (National Commission on Supplies and Shortages, Washington, D C ) In The future of aeronautical transportation, Proceedings of the Princeton University Conference, Princeton, N J, November 10, 11, 1975
Princeton, N J, Princeton University, 1976, p 14-1 to 14-15, Discussion, p 14-15, 14-16

The paper discusses the possible effects of the current effort at regulatory reform on the aircraft industry. The view is put forth that keeping governmental regulation, the way it is or strengthening it would lead to the death of airlines and of the aircraft industry.

A76-45789 # Airline economics, whence, hither and yon E A Beamish (United Air Lines, Inc., Chicago, Ill.) In The future of aeronautical transportation, Proceedings of the Princeton University Conference, Princeton, N.J., November 10, 11, 1975

Princeton, N J , Princeton University, 1976, p. 16-1 to 16-19, Discussion, p. 16-20, 16-21

The future of air transportation is discussed from the point of view of airline economics. Attention is paid to regulation vs deregulation, fares, the 1975 airline recession, and economic comparisons concerning the state of the airlines for the periods 1953-1961, 1961-1969, and 1969-1974.

A76-45790 # The future of aeronautical transportation F W Bradley, Jr (New York, City Bank, New York, N Y) In The future of aeronautical transportation, Proceedings of the Princeton University Conference, Princeton, N J, November 10, 11, 1975
Princeton, N J, Princeton University, 1976, p 17-1 to 17-12, Discussion, p 17-13

Aircraft financing is examined with emphasis on the financing of aircraft sold to US domestic and international airlines and the financing of US manufactured aircraft sold to foreign air carriers. Three sources of funds for such financing are considered commercial bank loans, long term loans from institutional lenders, and the sale of equity and convertible subordinated debentures in the public market.

A76-45793 # Overview of noise K M Eldred (Bolt Beranek and Newman, Inc., Cambridge, Mass.) In The future of aeronautical transportation, Proceedings of the Princeton University Conference, Princeton, N.J., November 10, 11, 1975
Princeton, N.J., Princeton University, 1976, p. 22.1 to 22-14,

Princeton, N.J., Princeton University, 1976, p. 22.1 to 22-14 Discussion, p. 22-14 to 22-16

Aircraft noise pollution is discussed with emphasis on the reactions of individuals and communities, and possible solutions (e.g., relocating airports or relocating people who live near airports) are suggested. The measurement of noise levels is examined and government (EPA) standards governing noise levels are touched upon.

A76-45794 "Noise technology requirements for future air craft powerplants J Kester (United Technologies Corp., Pratt and Whitney Aircraft Group, East Hartford, Conn.) In The future of aeronautical transportation, Proceedings of the Princeton University Conference, Princeton, N.J., November 10, 11, 1975

Princeton, N.J., Princeton University, 1976, p. 23-1 to

23 32 6 refs

Reduction of noise from current powerplants and derivatives of current powerplants are considered. Noise reduction for new design powerplants - high bypass ratio designs, new design CTOL power plants, supersonic powerplants and the advanced fuel conservative engine is also examined. Various noise sources are considered with reference to generation and propagation including fan noise, jet noise, turbine noise and combustion noise.

A76-45796 Integrated aircraft navigation J L Farrell (Westinghouse Electric Corp., Systems Development Div., Baltimore, Md.) New York, Academic Press, Inc., 1976 365 p. 79 refs \$35

An integrated textbook drawing upon elements required from various science and engineering disciplines contributing to aircraft navigation systems. Material is drawn upon from theoretical dynamics, inertial measurements, radar, radio navaids, celestial observations, statistical estimation techniques, avionics, gravity mea surements, error analysis, Kalman filters, computer tracking techniques Problem exercises are appended to each chapter. Strapdown coordinates, air to-air tracking, gyrodynamics, rotational transforms, point nav mode, and suboptimal damping are among the topics treated. The underlying functional similarity of aircraft navigation and tracking, spheroidal earth navigation, gimballed platform and strapdown inertial navigation, space stable, geographic, and wander azimuth coordinate references, damped and undamped inertial navigation systems, radio/radar/optical updating, and block or recursive estimation algorithms for updating, is pointed out.

A76-45798 Design to Cost Conference, Boston, Mass, May 27, 28, 1976 and Palo Alto, Calif, June 14, 15, 1976, Abridged Proceedings Conference sponsored by the American Institute of Aeronautics and Astronautics Los Angeles, Calif, American Institute of Aeronautics and Astronautics, Inc., 1976, 134 p.

Data primarily in the form of tables and diagrams is presented on design-to-cost/life cycle cost as applied to weapon system development and procurement. An overview is presented of Department of Defense policies with respect to design-to-cost and life cycle costs. Attention is given to such specific topics as the Advanced Attack Helicopter design to-cost, Global Positioning Systems alternate user equipment design to cost, the Tomahawk missile, the F-16 radar, the electronic warfare suite program, and the design of weapon locating radars for low production cost.

A76-45861 † The significance of high work quality in aircraft maintenance as a contribution to the improvement of safety and efficiency in aircraft operations (Die Bedeutung einer hohen Arbeitsqualität in der Flugzeuginstandhaltung als Beitrag zur Verbesserung der Sicherheit und Effektivität beim Einsatz von Verkehrs flugzeugen) W. Zinnert (Staatliche Luftfahrtinspektion, Berlin, East Germany). Technisch okonomische Information der zivilen Luftfahrt, vol. 12, no. 3, 1976, p. 142.149.5 refs. In German.

A76-45862 # Possibilities for improvements in the planning and control of maintenance processes involving commercial aircraft (Moglichkeiten zur Verbesserung der Planung und Steuerung des Instandhaltungsprozesses von Verkehrsflugzeugen) W Apitzsch (Gesellschaft für internationalen Flugverkehr mbH, Berlin, East Germany) Technisch okonomische Information der zivilen Luft fahrt, vol. 12 no. 3, 1976, p. 150-154. In German

Certain problems regarding the planning of maintenance operations in the case of commercial aircraft of the German Democratic Republic are examined and approaches are discussed for overcoming occurring difficulties with the aid of a new short term planning method. A description is presented of the available instruments for an optimization of maintenance planning and control procedures. Attention is given to the approaches for the implementation of the required processes.

A76-45866 # Aerodynamic analysis of different flight attitudes of conventional aircraft XVIII - Aerodynamic principles (Flugmechanische Analyse verschiedener Flugzustande konventioneller Flugzeuge XVIII - Aerodynamische Grundlagen) F Seidler (Dresden, Hochschule für Verkehrswesen, Dresden, East Germany) Technisch okonomische Information der zivilen Luftfahrt, vol 12, no 3, 1976, p. 176-184. In German

The effect of air compressibility on the pitching moment of the wing in the case of large flight Mach numbers is illustrated with the aid of an example. The pitching moment of the wing is compensated by the pitching moment of the elevator assembly. The effect of air compressibility on the pitching moment coefficient in the case of zero. If it is considered and attention is given to the influence of air compressibility on the position of the aerodynamic center.

A76-45868 The turbofan jet engine at optimal and nonoptimal design (Das Zweistromtriebwerk bei optimaler und nichtoptimaler Auslegung) N Gasparovic (Berlin, Technische Universität, Berlin, West Germany) Forschung im Ingenieurwesen, vol. 42, no. 5, 1976, p. 157-168, 11 refs. In German

Operational conditions for a turbofan jet engine and a turbojet engine are examined and the thrust relations are considered. An investigation is conducted concerning the relation between the theoretical effective work and the partition ratio. A description is presented of the parameter characteristics for optimum conditions of operation. It is pointed out that in many cases practical reasons will make it impossible to obtain optimal operational conditions. Operational parameter relations are, therefore, also studied for a nonoptimal design.

A76-45876 Environmental effects on advanced composite materials, Proceedings of the Symposium, Montreal, Canada, June 22-27, 1975 Symposium sponsored by the American Society for Testing and Materials and American Society of Mechanical Engineers Philadelphia, Pa, American Society for Testing and Materials (ASTM Special Technical Publication, No 602), 1976 102 p Members, \$8 00, nonmembers, \$10 00

The papers deal with specific research studies concerning effects of aerospace environments on advanced composite materials containing fibers such as glass, boron, and graphite in matrices such as epoxy, polyimide, and aluminum. Topics include preliminary results of a program to determine the effects of long-term exposures on advanced composites for supersonic cruise aircraft applications, flight-simulation testing equipment for composite-material systems, effects of thermal-cycling environment on graphite/epoxy composites, effects of graphite/epoxy composites, on the corrosion behavior of aircraft alloys, effects of natural weathering on the mechanical properties of graphite/epoxy composites, and effects of outdoor weathering on the dynamic mechanical properties of a glass/epoxy laminate.

F G M

A76-45877 \* Program definition and preliminary results of a long-term evaluation program of advanced composites for supersonic cruise aircraft applications J R Kerr, I F Haskins (General Dynamics Corp , Convair Div , San Diego, Calif ), and B A Stein (NASA, Langley Research Center, Materials Research Branch, Hampton, Va ) In Environmental effects on advanced composite materials, Proceedings of the Symposium, Montreal, Canada, June 22 27 Philadelphia, Pa , American Society for Testing and Materials, 1976, p. 3 22 8 refs. Contract No. NAS1 12308

Advanced composites will play a key role in the development of the technology required for the design and fabrication of future supersonic vehicles. A program is in progress to determine the time-temperature stress capabilities of several high-temperature composite materials. Tests included in this study are thermal aging, ambient aging, fatigue, creep, fracture, tensile, and real time flight simulation exposure. The program has two parts. The first includes all the material-property determinations and aging and simulation.

exposures up through 10,000 h. The second continues these tests up to 50,000 cumulative h. The program is currently in the midst of the 10,000 h phase. Some of the results obtained to date and the status of the various tests are discussed. (Author)

A76-45878 \* Flight simulation testing equipment for composite material systems J F Haskins (General Dynamics Corp., Convair Div., San Diego, Calif.), D J Wilkins (General Dynamics Corp., Fort Worth, Tex.), and B A Stein (NASA, Langley Research Center, Materials Research Branch, Hampton, Va.) In Environ mental effects on advanced composite materials, Proceedings of the Symposium, Montreal, Canada, June 22-27, 1975

Philadelphia, Pa , American Society for Testing and Materials, 1976, p. 23-36, 9 refs. Contract No. NAS1 12308

A test program is discussed which aims at establishing the time-temperature-stress characteristics of several classes of high-temperature composite materials in order to determine their suitability for applications in supersonic cruise aircraft. Five advanced composite materials (a boron epoxy, a boron polyimide, a graphite epoxy, a graphite polyimide, and diffusion bonded boron aluminum) are being evaluated using a flight-test simulator capable of long term automatic testing based on random loading and realistic flight temperature profiles. The design, construction, and checkout of this simulator are described along with the digital load programmer, load magnitude controllers, the hydraulic pumping system, the heating and cooling systems, the control console, and the data recording system. Typical results for short term tests performed at constant temperatures and accelerated load rates are presented in terms of a random-load spectrum and a wearout model.

A76-45938 FAA's five-year environmental plan, 1976-1980 - Noise F A Meister (International Conference on Noise Control Engineering, Washington, D.C., Apr. 5-7, 1976) Noise Control Engineering, vol. 6, May June 1976, p. 92

The FAA noise reduction plan is considered with attention given to system analysis to develop future civil aviation noise certification goals, noise reduction at the source (the vehicle), noise reduction through aircraft and ATC operational procedures, noise reduction through airport operational procedures and noise reduction through airport environs use and construction measures. A land use compatibility program is described.

A76-45939 Scale model studies of the effects of wind on acoustic barrier performance R DeJong (MIT, Cambridge, Mass) and E Stusnick (Calspan Corp., Buffalo, N.Y.) Noise Control Engineering, vol. 6, May June 1976, p. 101-109 8 refs. NSF-sponsored research

Barrier experiments were conducted in a low speed wind tunnel in which the flow simulates the mean and fluctuating components of the turbulent velocity of the atmospheric boundary layer over uniform terrain. The tests consisted of 1.32 scale model experiments of sound propagating over grassland, both with and without an acoustic barrier, and also with and without the presence of turbulent winds. Results show two effects of the wind on the performance of barriers. (1) the barrier attenuation is increased for upwind propagation and decreased for downwind propagation, and (2) the fluctuations in the measured levels of the wind reduction were of the sum order as the mean value.

A76-46171 ¬ Delta wings with leading edge separation J K Nathman (Texas A & M University, College Station, Tex.) International Astronautical Federation, International Astronautical Congress, 27th, Anaheim, Calif., Oct. 10.16, 1976, Paper ST 76.06. 12 p. 26 refs. Navy supported research

The analysis of delta wings in incompressible flow is treated by a numerical lifting surface theory based upon a velocity potential formulation. This theory includes the spanwise velocity effects and leading edge separation associated with delta wings. The numerical

technique makes use of both fixed and free wakes. In the fixed wake model, the analytical results of Brown and Michael are used to position the leading-edge vortex. In the more refined free-wake model, the leading edge separation is modeled as a discrete number of vortices attached to the leading-edge, which are allowed to align themselves with streamlines. The iteratively determined position of these vortices resembles the experimentally observed spiral form, while computed lift coefficients reflect the added vortex lift.

Author)

A76-46263 n RPV developments plumb the field's potential T W Knacke Astronautics and Aeronautics vol 14, Oct 1976, p 37 41

Problems in the design and acceptance of remotely pilotect vehicles (RPV) as military systems are surveyed. Major development programs of RPVs and mini-RPVs are described briefly RPV applications in reconnaissance, strike missions, laser target designation, night sensor or weather sensor operations, ECM, and data link service, as tactical warfare systems and carriers of area weapons supplementing both manned systems and standoff missiles, are examined. Command, control, communications, allocation of work load in military theaters, and RPV reliability, survivability, plus special problems to be resolved in the landing, launch, and retrieval of RPVs are discussed.

A76-46265 ... Designing the 1985 VATLIT J Roskam (Kansas, University, Lawrence, Kan ) Astronautics and Aeronautics vol 14, Oct 1976, p 50 61 35 refs

Commuter, business, and personal aircraft have been drawing greater attention with the fuel crisis and suspension of services to small communities by major airlines. Ten avenues of exploiting technological advances in the design of small aircraft are enumerated and discussed. These include enhanced lift via airfoil and flap technology, drag reduction by utilizing winglets, thicker airfoils, and greater wing span, improvements in structures and crashworthiness, abatement of cabin noise and external noise, fly by wire and stability augmentation systems, improved propulsion systems and auxiliary advances (carburetor de-icing, turbotans, propeller design), better handling and maneuvering, improved cockpit displays and avionics. An aircraft embodying such advances is conjectured, without attempting cost analysis.

A76-46278 C 5 Galaxy - An operational appraisal D W Traynor (USAF, 22nd Military Airlift Squadron, Travis AFB, Calif ) Shell Aviation News, no 436, 1976, p. 16.21

The outstanding features of the C 5 Galaxy military aircraft provided with sophisticated interdependent systems and built to carry heavy outsize payloads are outlined. Advances in the aircraft's capability over its predecessors are adequately matched by advances in crew-oriented cockpit design and displays. Emphasis is placed on an operational appraisal of the aircraft. The discussion covers landing gear features, unlimited flight range, and approach to landing at destination. The 28-wheel landing gear geometry minimizes ramp pressure at large weights. Aerial refueling gives the compounded advantages of virtually unlimited range and increased payload due to the lighter fuel requirement for departure. Any of a number of options are available for an effective approach to landing, including an instrument landing system.

A76-46279 Trends in engine design R M Denning, S C Miller, and G Wright (Rolls Royce /1971/, Ltd , Aero Div , Derby, England) Shell Aviation News, no 436, 1976, p 28 31

Potential fields for improving aircraft propulsion efficiency, in particular possibilities of further development for the high bypass fan engine are outlined. In considering the effect of changes in engine characteristics on the operating cost of the aircraft, the particular importance of fuel consumption is stressed. Advances in component efficiency and an increase in airflow by using a larger-diameter fan are shown to promise a reduction of specific fuel consumption of about 20% with respect to current large fan engines (RB 211)

Currently developed models and future prospects are examined for large (above 40,000 lb), intermediate (15,000 30,000 lb), and small thrust (under 10,000 lb) engines. Some recent approaches to fan engine design are described which permit reduction of fuel consumption, noise and cost, and provide better aircraft flight characteristics. They include designs involving variable cycle and variable pitch fan engines for supersonic propulsion, and for subsonic speeds the propfan and geared fan engines, and the heat exchanger engine. The adoption of these designs could decrease the fuel consumption by 25 30% as compared to the RB 211 engine.

A76-46367 # Rain erosion - A serious problem for slip-cast fused silica radomes D Balageas and A Hivert (ONERA, Châtillon-sous Bagneux, Hauts-de-Seine, France) (Symposium sur les Fenêtres Electromagnétiques, 13th, Atlanta, Ga, Sept 21-23, 1976) ONERA, TP no 1976-98, 1976 6 p 9 refs

Test data on the rain erosion resistance of radomes made of slip cast fused silica (SCFS) indicate that pure SCFS is characterized by an inacceptably high impact erosion damage even at subsonic velocities. It is shown how, by using a hot-pressed silicon nitride (HPSN) rain erosion cap, it proved possible not only to obtain satisfactory erosion resistance but also to improve the X-band transmission efficiency of the radome as compared to identical radome with a steel cap.

A76-46368 # Simulation of the effects of forward velocity on jet noise in an open circuit wind tunnel J Bongrand (Centre d'Essais des Propulseurs, Saclay, Essonne, France), A Julienne, and M Perulli (ONERA, Châtillon-sous-Bagneux, Hauts-de Seine, France) (Réunion de Travail sur les Effets de la Vitesse d'Avancement sur le Bruit de Jet, Hampton, Va, Jan 15, 16, 1976) ONERA, TP no 1976-6E, 1976 14 p 15 refs

The Cepra-19 reverberation- and echo-free open-circuit wind tunnel being developed to study the influence of forward velocity on jet noise is discussed. The test section is shaped as a quarter sphere with a radius of 9.6 m, the free jet is 2 m in diameter at a maximum low rate of 100 m/sec, an exit section measuring 3 m in diameter can be installed. Means of overcoming some problems associated with refraction and diffusion effects resulting from the mean profile of the flow and the turbulence in the mixing zone are examined.

A76-46533 A solution to airport noise K G Wilkinson (Rolls Royce /1971/, Ltd., Derby, England) In The challenging future, Proceedings of the Fifth World Airports Conference, Brighton, England, May 5.7, 1976 London, Institution of Civil Engineers, 1976, p. 8/1.8/7

The development of noise abatement techniques is reviewed, starting from the alarming noise levels of earlier jet aircraft to the newer low-noise aircraft engine types. The advances in noise abatement are demonstrated by the example of the RB 211 engine which, in addition, provides a reduction in fuel consumption by up to 25%. It is seen that replacing the British Airways current European Division fleet with newer, quieter, more fuel efficient aircraft would greatly reduce the noise around airports and save about 16 million gallons of fuel a year.

A76-46534 Operational techniques for reducing noise O B Saint John (Civil Aviation Authority London, England) In The challenging future, Proceedings of the Fifth World Airports Conference, Brighton, England, May 57, 1976 London, Institution of Civil Engineers, 1976, p. 9/1-9/6

This paper reviews various operational techniques for reducing noise nuisance. Of these, some have already been implemented and, where there is no associated penalty in terms of operational safety, further improvement can be confidently expected. In other cases, significant cost is involved and it is necessary to demonstrate conclusively that safety standards will not be impaired. The provision of adequate data to demonstrate the safety of these operations and,

in some cases, the development of new equipment, means that such techniques can only be introduced, if ever, on a protracted time scale. Perhaps the most promising technique, which is applicable even to the latest 'quiet' aircraft involves continuous descent from the stack to touchdown. This is already being adopted by many airlines and, together with the proper management of drag which is closely associated with this procedure, could result in some alleviation in the comparatively near future. (Author)

A76-46535 Airports and community design considerations for aircraft noise alleviations J B Large (Southampton, University Southampton, England) In The challenging future, Proceedings of the Fifth World Airports Conference, Brighton, England, May 5-7, 1976 London, Institution of Civil Engineers, 1976, p. 10/1 10/10, 10 refs

In addition to the primary noise problem created by overflying aircraft, there are other noise problems within the airport and adjacent communities due to aircraft ground operations and maneuvers prior to take off and after touch down. The present discussion concerns the noise characteristics of such ground operations as taxing and holding, engine run ups, and auxiliary power unit operation during cargo and passenger handling. Attention is given to take-off problems resulting from maximum thrust procedures prior to take-off roll and lose of ground effects at lift-off. The methods of noise control discussed include also the special noise problems created due to thrust reversal operations after touch-down, together with the variation in noise levels produced by changes in thrust levels, particularly apparent during automatic landings.

A76-46544 Fire-fighting and rescue techniques and equipment P Nash (Joint Fire Research Organization, Fire Research Station, Boreham Wood, Herts, England) and J E Lodge (Civil Aviation Authority, London, England) In The challenging future, Proceedings of the Fifth World Airports Conference, Brighton, England, May 5 7, 1976 London, Institution of Civil Engineers, 1976, p. 21/1 21/8

Part I of the paper deals primarily with the development of fire extinguishing materials to deal with the high potential fire risks presented by modern aircraft. The aim is to achieve major control of the fire within a very short time in order to effect rescue. The advantages and disadvantages of water based foams, dry powders, inhibiting liquids or gases and water sprays are discussed. In Part II the practical aspects are dealt with, particularly in relation to the recommendations of the International Civil Aviation Organization. Both parts of the paper emphasise that speed and efficient deployment of staff and equipment are essential, and that airports must have emergency plans for instant implementation. (Author)

A76-46630 Coherent structures in subsonic coaxial jets A S H Kwan and N W M Ko (University of Hong Kong, Hong Kong) Journal of Sound and Vibration, vol. 48, Sept. 22, 1976, p. 203 219 24 refs. Research supported by the University of Hong Kong

Hot wire and microphone measurements were performed on the initial region of subsonic coaxial jets and the large scale coherent structures within this region. The jets investigated had an area ratio of 2.67 and were run at three different velocity ratios. The axial distribution of pressure and turbulence intensity along the jet axis, the growth or decay of vortices in the intermediate zone, and pressure measurements within the jets all validate a proposed model which consists of two arrays of vortex ring structures convecting downstream in the mixing regions. The study may have relevance to jet engine noise.

A76-46631 Effect of phase angle on multibladed rotor flutter V R Murthy (Old Dominion University, Norfolk, Va) and G A Pierce (Georgia Institute of Technology, Atlanta, Ga) Journal of Sound and Vibration, vol. 48, Sept. 22, 1976, p. 221 234, 14 refs.

A theoretical technique for predicting the flutter characteristics of a helicopter rotor is presented. The effect of phase angle on flutter

speed of a two bladed rotor in hovering and axial flight is determined. For this purpose, a uniform and untwisted rotor blade with coupled flapwise bending and torsional degrees of freedom is considered. The transmission matrix method is used to obtain the natural vibration characteristics of the system. An unsteady aerodynamic theory is used to obtain the aerodynamic loading in compressible flow. (Author)

A76 46723 Investigation of unsteady wave structure in turbine nozzle blade cascades M E Deich, lu A Laukhin, and G A Saltanov (Moskovskii Energeticheskii Institut, Moscow, USSR) (Teploenergetika, vol 22, no 8, 1975, p 21 23) Thermal Engineering, vol 22, Aug 1976, p 30 32 Translation

Unsteady flows in nozzle blade cascades due to interaction of shocks with the boundary layer, and to periodical boundary layer separation, are discussed. The experiments were staged using S 9012A blade profiles segments under static conditions. Flow becomes unsteady with increase in pressure differentials across the blade cascade to values close to critical. Analogies with under expansion phenomena (in the case of convergent divergent nozzles) and local overexpansion (of nozzle transonic flow or transonic flow through a blade row) are pointed out. Effects of finely disperse liquid phase on the separated turbulent boundary layer, and of periodic changes in the position and intensity of the shocks, are considered.

R D V

A76-46750 # Maintaining Concorde on the line A look at British Airways and Air France B Clarke Aircraft Engineering, vol 48, Sept 1976, p 4-6, 9 (3 ff)

French and British approaches to Concorde service spares inventory and turnaround operations are contrasted. Since the two lines have no common air terminal at this writing (except Washington), separate stores of spares are inevitable. Hangar modification and repair dock and overhead gantry construction at Heathrow to accommodate Concorde are described briefly. British Airways maintains spares stocks and six spare Olympus 593 610 engines at different terminals. Air France prefers flying in a fresh Concorde, if engine replacement is required, to avert service delays while the engine repair and return to home base proceed leisurely.

A76-46817 An exponential investigation of the behaviour of conical diffusers in turbulent flow V K Sharan (Forum International, Stockholm, Sweden) Zeitschrift für angewandte Mathematik und Physik, vol. 27, July 25, 1976, p. 447-462. 44 refs

The parameters which affect diffuser performance are considered, taking into account geometrical and dynamic parameters. Geometrical parameters include diffuser angle, shape of cross section, and area ratio. Dynamic parameters include the Reynolds number or the Mach number for high speed flow, inlet boundary layer thickness, displacement and momentum thickness, and the turbulence characteristics of the flow at the inlet. A description is given of an experimental investigation in which the performance of angle diffusers was studied. Attention is given to the performance parameters and tests to improve diffuser performance.

A76-46818 Second-order thermal boundary-layer on a blunted wedge S C Raisinghani (Indian Institute of Technology, Kanpur, India) and N Afzal (Aligarh Muslim University, Aligarh, India) Zeitschrift für angewandte Mathematik und Physik, vol. 27, July 25, 1976, p. 471-482. 7 refs

The reported investigation considers a flow past a blunted wedge, taking into account a case in which the second-order effects present are related to the longitudinal curvature and the displace ment speed. The investigation makes use of the series method described by Gortler (1957). Attention is given to second-order equations for nonsimilar flows, a study of momentum transfer conditions and the heat transfer problem, and the numerical solutions of the system equations.

A76-46825 A quick, graphical way to analyze rotor whirl H D Nelson (Arizona State University, Tempe, Ariz ) and D A Glasgow Machine Design, vol. 48, Oct. 7, 1976, p. 124-130

Mechanisms rotating at high speeds can vibrate violently when operated at certain critical speeds. Since the normal operating speed is too low to excite flexural whirf modes, the rotor can be modeled as a rigid body, which greatly simplifies the mathematics involved. A technique for graphical analysis of rotor whirl is presented based on a simplified model with undamped bearings. The whirl speed map obtained shows how the whirl speeds of a rotor change with the spin speed. Commonly, only the right half-plane (positive spin speeds) is drawn as it contains all the information needed to analyze the system. It is shown that the first forward mode can be excited at least three different ways, and the second forward mode can be excited at least one way. Backward modes are not excited in this system, but they could be in other systems. Also, for simplicity, excitations from outside sources are not considered.

A76-46851 Managing safety, Proceedings of the Twenty eighth International Air Safety Seminar, Amsterdam, Netherlands, November 2-6, 1975 Seminar sponsored by the Flight Safety Foundation Arlington, Va , Flight Safety Foundation, Inc , 1975 295 p

Topics discussed include the world jet accident picture, the corporate/business air jet aircraft accident picture in the United States, and an analysis of U.S. air carrier jet accidents for 1974. Also considered are the management and economics of aviation safety, pilots organization for safety, and airline safety organization in Europe and North America. The physiological index as an aid in developing airline pilot scheduling patterns, safety management from the cockpit. IATA's contribution to flight safety, and the establish ment of safe separations between aircraft in flight are also considered.

Individual items are announced in this issue

A76-46852 Corporate/business accident picture /USA/ R
E Breiling (Associated Aviation Underwriters, New York, N Y ) In
Managing safety, Proceedings of the Twenty eighth International Air
Safety Seminar, Amsterdam, Netherlands, November 2 6, 1975
Arlington, Va , Flight Safety Foundation, Inc .

1975, p 14 20

Accidents involving corporate/business jet aircraft accidents in the United States are examined. The core of the paper is three charts the first showing a plot of corporate pilot experience in terms of hours of those pilots involved in accidents, the second showing the overall corporate/executive accident picture from 1968 through 1974, and the third comparing corporate and air carrier jet accidents.

A76-46853 An analysis of U S air carrier jet accidents for 1974 H A Sherman (Flight Safety Foundation, Inc., Arlington, Va.), G P Jones, and M Klempa (Southern California, University, Los Angeles, Calif.) In Managing safety, Proceedings of the Twenty eighth. International Air Safety Seminar, Amsterdam, Netherlands, November 2-6, 1975 Arlington, Va., Flight Safety Foundation, Inc., 1975, p. 21.35

A number of tables of air carrier jet accidents for 1974 are presented including tables on types of accidents and accident briefs, broad and detailed cause/factor tables, and tables for accident and personnel cause/factor for air carrier jet accidents from 1969 through 1973 vs 1974. A specific analysis carried out on the tables presented has led to the conclusion that 1974 was a year in which the accident profile was very predictable.

A76-46854 Management and product safety W J Quin livan (Lockheed-California Co , Burbank, Calif ) In Managing safety, Proceedings of the Twenty eighth International Air Safety Seminar, Amsterdam, Netherlands, November 2 6, 1975

Arlington, Va , Flight Safety Foundation, Inc , 1975, p 55 70

reviewed Attention is given to safety engineering (design reviews, equipment requirements, on the board design surveillance, failure mode testing, etc.), manufacturing with respect to safety standards, quality assurance, flying operations, airline customer support, industrial safety, technical training, program planning, and the safety board and reviews

Various aspects of the product safety program at Lockheed are

A76-46856

The establishment of safe separations between aircraft in flight A Pool (Nationaal Luchtvaartlaboratorium, Amsterdam, Netherlands) In Managing safety, Proceedings of the Twenty-eighth International Air Safety Seminar, Amsterdam, Netherlands, November 2 6, 1975

Va. Flight Safety Foundation, Inc. 1975, p. 197-204

The paper presents a historical review of attempts to establish a rational approach to safe separations between aircraft. Work done by the ICAO Vertical Separation Panel (1956-1958), the North Atlantic System Planning Group (1965-1975), and the Panel for the Review of the General Concept of Separation formed in 1970 by ICAO is discussed. The model - giving a statistical description of the process by which collisions between aircraft on parallel tracks occur - used by the two latter panels mentioned above is discussed. The future work of these panels is considered.

A76-46857 Civil aviation air safety trends and comparisons, 1974 C W Smith (British Airways, London, England) In Managing safety, Proceedings of the Twenty-eighth International Air Safety Seminar, Amsterdam, Netherlands, November 2 6, 1975 Arlington, Va , Flight Safety Foundation, Inc , 1975, p. 205-230

A detailed examination of air safety in 1974 is presented based on preliminary worldwide air safety statistics for 1974 published by ICAO, and on a report published by IATA in October 1975 on safety data relating to their member airlines. It is suggested that the only logical way to assess personal hazard is to evaluate individual exposure to risk. A number of charts and tables are presented containing information which includes a summary analysis of world air safety statistics (excluding the USSR and the People's Republic of China), a comparison of world air safety results 1970-1974 on scheduled services by aircraft type, passenger fatality rates on scheduled services 1961 1974, relative improvements in air safety of IATA and non IATA member airlines 1963 1974, and a comparison of mortality risks for air transport and other activities.

A76-46891 Two- and three-dimensional flows around blunt bodies with special regard to transonic free-stream Mach numbers (Zwei- und dreidimensionale Umstromungen stumpfer Korper unter Berücksichtigung schallnaher Überschallanstromungen) C Weiland (Deutsche Forschungs und Versuchsanstalt für Luft und Raumfahrt, Institut für angewandte Gasdynamik, Porz Wahn, West Germany) Zeitschrift für Flugwissenschaften, vol 24, Sept Oct 1976, p 237 245 18 refs in German Research supported by the Gesellschaft für Weltraumforschung and Deutsche Forschungsgemeinschaft

Flow fields of ideal inviscid gases with free-stream Mach numbers greater than 1 around blunt bodies are calculated. The integration of the Euler equations is effected by means of a difference algorithm. For illustration, flow fields around bodies of revolution with and without angle of attack are computed. The theoretical results are compared with experimental data. Particular attention is paid to flow fields with free-stream Mach numbers slightly larger than 1 (1.1 and 1.054).

A76-46892 Paraglider wings of small conical camber in supersonic flow (Theorie konischer Paragleiter mit schwacher Wolbung in Uberschallstromung) B Wagner (Darmstadt, Technische Hochschule, Darmstadt, West Germany) Zeitschrift für Flugwissen schaften, vol 24, Sept Oct 1976, p 246-258 35 refs In German

R.1

Using the linearized supersonic wing theory a calculation method is developed for unyawed parawings with subsonic and supersonic leading edges. Conical configurations with and without keel are treated and the canopy surface is assumed to be an inextensional flexible membrane. A linear integral equation is established on which the solution of the problem is based. A special approximation with orthogonal polynomials is used for solving the integral equation in the elliptic regions similar to usual quadrature methods in lifting wing theory. The integral equation for the hyperbolic region can be transformed in a differential equation which is integrated in closed form. (Author)

A76-46895 On the off-design operation of bypass-engines with variable nozzles and turbines (Zum Betriebsverhalten von Verbund-Zweistrom-Turboluftstrahltriebwerken mit verstellbaren Dusen und Turbinen) H. Rick and J. Kurzke (Munchen, Technische Universität, Munich, West Germany) Zeitschrift für Flugwissen schaften, vol. 24, Sept. Oct. 1976, p. 268-275. 14 refs. In German

Based on the performance characteristics of the turbo components a calculation method for theoretical investigations of multiflow, multispool engines with variable geometry is described Furthermore, this paper outlines as an example for a wide range of flight conditions the effects of variable nozzles and turbines on the off design performance of a typical low bypass engine (Author)

A76-46973 # Experimental investigation of the discrete component in the noise spectrum of supersonic jets (Eksperimental'noe issledovanie diskretnoi sostavliaiushchei v spektre shuma sverkhzvukovykh strui) A N Antonov, S P Shalaev, and M la ludelovich Akademiia Nauk SSSR, Izvestiia, Mekhanika Zhidkosti i Gaza, July Aug 1976, p 163 166 6 refs In Russian

A76-46974 # Generation of free-molecular flow for special aerodynamics research (Sozdanie svobodnomolekuliarnogo potoka, prednaznachennogo dlia spetsial'nykh aerodinamicheskikh issledovanii) lu E Kuznetsov and la Sh Flaksman Akademiia Nauk SSSR, Izvestiia, Mekhanika Zhidkosti i Gaza, July-Aug 1976, p 166-171 5 refs In Russian

A procedure devised for generating free molecular flow capable of simulating full-scale flow and intended for air intake investigations is presented. The parameter to be simulated is the angular distribution of the streams of molecules. The feasibility of shaping the simulating flow with the aid of a contoured and perforated axisymmetric free-molecular nozzle is analyzed. A tapered unperforated nozzle designed for simulation of free-molecular flow at velocity ratio ten is investigated in detail by way of illustration. Data on experimental studies of the characteristics of the free-molecular tapered conical unperforated model and a free-molecular cylindrical air intake are cited and compared with theoretical prediction. The procedure developed furnishes a suitable model for velocity ratios 5.20.

A76 46989 <sup>2</sup> Equilibrium temperature distribution of blades situated in high-speed flow (K opredeleniiu ravnovesnoi temperatury lopatok pri obtekanii ikh potokom s bol'shoi skorost'iu) S Z Kopelev and S V Gurov Akademiia Nauk SSSR, Izvestiia, Energetika i Transport, July-Aug 1976, p 127 132 5 refs In Russian

Some aspects of the experimental determination of the equilib rium temperature of the gas flow, having a high longitudinal velocity gradient, through a turbine cascade of air cooled blades are examined. An experimental procedure for determining the recovery factor of turbine cascades within the actual range of gas flow parameters is described. It is shown that the recovery factor at the turbine blades is a unequivocal function of the flow Reynolds number and that it can deviate substantially from unity. This fact should be given careful consideration in the determination of the local heat transfer coefficients at the blades.

A76-47001 Atmospheric electricity (Atmosfernoe elektrichestvo) Edited by V P Kolokolov and L G Makhotkin Leningrad, Gidrometeoizdat (Glavnaia Geofizicheskaia Observatoriia imeni A I Voeikova, Trudy, No 358), 1975 168 p In Russian

The papers deal with the development and application of instrumental observation techniques capable of providing physical and operational information on nearby thunderstorms. Several observation techniques, well suited for solving actual problems, are described, and their development on the basis of the characteristics of nearby atmospherics is discussed. Some problems associated with atmospheric electricity and the electrification of aircraft through atmospheric aerosols are examined.

V P

A76-47011 # Static electrification of aircraft and trial bodies under various meteorological conditions (Staticheskaia elektrizatsiia samoletov i probnykh tel v razlichnykh meteorologicheskikh usloviiakh) lu F Ponomarev In Atmospheric electricity Leningrad, Gidrometeoizdat 1975, p 140 144 In Russian

The charge imparted to aircraft of various type through static electrification by cloud aerosols is evaluated. The contribution of static electrification through cloud particles to the overall surface charge of the aircraft is determined by comparing it with the charge (or potential) measured at a 3-cm in diam trial body that is screened from the electric fields of the aircraft and the atmosphere. The charges measured at the surface of a TU 104 aircraft and the surface charges measured at a trial body during flight through the upper stratus level are diagrammed. It is shown that by comparing these measurements, it is possible to differentiate between physical factors and technological and operational factors.

A76-47016 YF 16 pilot report J G Rider (USAF, Flight Test Center, Edwards AFB, Calif) Air Force Magazine, vol 59, Oct 1976, p 32 37

A test pilot's report on the handling and flying qualities of the YF 16 test prototype and on its combat performance. The performance and feel of the quadraplex fly by-wire system, pilot's response to the nonmoving (force-sensitive) sidestick, and pilot's response to high-G flight maneuvers are reported. The combat envelope and loiter and-fight capability of the YF 16 are described, along with its ability to execute supersonic combat maneuvers. A self-testing system accessible to either pilot or maintenance technician is described, and the program of full scale development testing is reported. Head-up display features, including reselect and deselect of air to-surface and air-to air modes head-up, are described.

A76-47017 USAF's crusade to streamline industrial production E Ulsamer Air Force Magazine, vol 59, Oct 1976, p 62 67

The anomaly of a lag in the modernization of manufacturing plants and their technology in the production of aerospace parts and the sophistication of aerospace systems is examined Possible carrot and stick incentives are considered tax credits, termination liability, guaranteed amortization, interest credits, and value en gineering USAF promotion of adaptive numerical control of machine tools, laser welding, diffusion bonding, hot isostatic pressing, isothermal forging, and future merged computer-aided design and integrated computer-aided manufacturing are discussed in the drive for superior advanced systems at reduced costs, 'firms that fail to replace obsolescence and inefficiencies are going to feel the results' in USAF procurement and contracting policies.

A76-47114 # Basics of the planning of modern aircraft technical maintenance systems (Podstawy projektowania wspolczesnych systemow obsługi technicznej samolotow) A Słodownik Technika Lotnicza i Astronautyczna, vol. 31, Sept. 1976, p. 27-29 In Polish

Approaches to systematization and classification of flight safety

and reliability of aircraft equipment in flight are discussed broadly Safety operational reliability, and technical reliability are defined, and quantitative approaches to reliability are mentioned. A YES NO questionnaire on craft safety aspects of equipment maintenance and checkout is outlined and the system of functionally significant items is discussed extensively, along with aircraft turnaround time between flights.

A76-47115 ". Causes of breakage of centrifugal compressor blading in Lis type engines (Przyczyny urywania sie zabierakow sprezarek odsrodkowych w silnikach typu Lis) E Gruszczynski, M Stukonis, and H Ziemba Technika Lotnicza i Astronautyczna, vol 31, Sept 1976, p 29 32 In Polish

Examples of the most frequent compressor blade failures in Lis type bypass engines with a single stage double entry centrifugal compressor are examined and analyzed. The impeller and blades are made of refractory aluminum alloys (grades AK4.1 AK6, AK6.1), and the microstructure of fracture surfaces is investigated. Trans granular corrosion accounts for 27% of the failures, assembly errors for 22%, irregular microstructure for 22%, of the cases investigated. Nonuniform tension on the two sides of the impeller, uneven flow through blade passages, changes in blade cross sections, and behavior of notched test pieces were studied. Enamel anticorrosion and antiscratch coatings, and tighter tolerances on tension at blade tips and blade-impeller fastenings, are recommended.

A76-47122 Gust load regulations C B F Bon (Delft, Technische Hogeschool, Delft, Netherlands) Delft Progress Report, Series C Mechanical and Aeronautical Engineering and Shipbuilding, vol 1, Aug 1976, p 93 104 6 refs

The required static strength for gust loads in present airworthiness regulations is defined by a 'design envelope' method in terms of the most severe flying conditions expected. In this paper, flight data for various types of aeroplanes are analyzed in terms of the probability of the limit load being exceeded, with the object of testing the practicability of defining gust loads by a 'mission analysis' method in future regulations. (In this 'mission analysis' method, a maximum permissible frequency with which the limit load may be exceeded is prescribed, together with some standard operating conditions.) It is concluded that the 'mission analysis' method is not likely to represent an improvement on the present approach. It is concluded further that the new generation of jumbo jets has a much higher static resistance to gust loads than the older generation of jets.

A76 47125 How quickly will the aircraft noise problem subside M J T Smith (Rolls Royce /1971/, Ltd , Derby, England) Interavia, vol 31, Oct 1976, p 989 991

The likely trend in the future, and measures which can be taken to solve the aircraft noise problem are outlined. Some of recent predictions are compared and a rate of noise reduction of around 0.5 dB per year is considered to be the most likely value for the period up to the year 2000. A discussion of the existing technology base, particularly the latest models of high bypass ratio engines, e.g. RB 211, is followed by an examination of the possibilities of further noise reduction. It is shown that further increase in bypass ratio would only reduce take-off noise by 1 to 2 dB and possibly even increase the approach noise. The major aspects of the problem including the basic cycle and the acoustic treatment are examined from the technological and economic points of view, along with the trends in noise legislation for airplanes and airports.

A76-47147 Evaluation of the noise emitted by a single profile encountering a wake (Evaluation du bruit emis par un profil isole intercepte par un sillage) H Arbey, M Sunyach, and G Comte Bellot (Ecole Centrale Lyonnaise, Ecully, Rhône, France) Academie des Sciences (Paris), Comptes Rendus, Serie B Sciences Physiques, vol 283, no 4, Sept 13, 1976, p 95 98 5 refs In French

Noise emitted from different regions of a two dimensional airfoil profile passing through a wake is examined on the basis of a space time analysis of the instantaneous pressure field on the surface of the profile. The wake is shown to produce a momentary deviation of the flow incident on the airfoil. A radiated sound intensity of 90 dB is computed by integration.

A76-47199 # Periodic control and the optimality of aircraft cruise E G Gilbert and M G Parsons (Michigan, University, Ann Arbor, Mich ) Journal of Aircraft, vol. 13, Oct. 1976, p. 828-830, 12 refs.

Results are presented for a study showing that the periodic control formulation extends to analysis of the dynamics of aircraft cruise, with main emphasis on energy state model. The relaxed cruise mentioned by Zagalsky et al. (1971) is proved to be a relaxed steady state optimum of the type described in the literature of periodic control. Two examples are considered the F-4 aircraft and an idealized model of an aircraft. When the maximum altitude is suitably constrained, both examples demonstrate that oscillatory aircraft motion is likely to reduce fuel consumption in cruise. Aircraft with high thrust to drag ratios and low wing loading are favored.

A76 47200 \* ~ Aeroelastic stability and control of an oblique wing Wind tunnel experiments R T Jones (NASA, Ames Research Center, Moffett Field, Calif.) *Journal of Aircraft*, vol. 13, Oct. 1976, p. 832

Results are presented for wind tunnel tests of an elastic wing model to verify the theoretical predictions for the aeroelastic instability of an oblique wing. The model wing has an elliptic planform of 10 to 1 axis ratio and a symmetrical airfoil section of 7 1/2% thickness/chord ratio. The wing is of wood and as may be seen in the photographs presented, slack wires are used to limit the amplitude of unstable motions. The fuselage is mounted on bearings permitting freedom of roll, but provision is made to clamp the fuselage for some of the tests. It is found that freedom in roll increases the dynamic pressure at which aeroelastic instability first appears. With the model free in roll, the effectiveness of the ailerons in maintaining trim is not noticeably affected by passage through the speed at which the wing would become unstable if clamped.

A progress report is presented on the development of the Mystere 50 medium haul trijet passenger craft. The article covers performance data, mass and range data, computer simulation tests, wind tunnel tests, and flight tests with prototypes. Component fabrication subcontracted to various companies is discussed, along with details of the TFE 731.3 Garrett turbine engine, and brief data on some subsystems (avionics, autopilot, communications, air conditioning, and the Garrett GTCP 36.100 auxiliary propulsion unit).

A76 47280 ;; Study of startup regimes of the GT-35 gas turbine installation (Issledovanie rezhimov puska gazoturbinnoi ustanovki GT 35) G G Ol'khovskii, L V Povolotskii, M P Kaplan, A O Bumarskov, A I Belov, L I Chernomordik, and P I Korzh (Khar'kovskii Turbogeneratornyi Zavod, Kharkov, Ukrainian SSR, Vsesoiuznyi Nauchno-Issledovatel'skii Teplotekhnicheskii Institut, Moscow, USSR) *Teploenergetika*, Aug 1976, p 57 60 In Russian

The paper reports on the results of tests on the startup characteristics of the GT 35 gas turbine installation forming part of a steam gas installation, and on various factors that effect the startup characteristics. The gas turbine installation is characterized by a compressor with compression ratio of 65-7 and by significant pressure losses in the cycle (about 16% in nominal regime). A steam turbine consisting of a double rimmed velocity wheel rotating at the same frequency as the main turbine shaft is used for turning the shaft

during startup. The trends of the turbine and compressor efficiency under various startup regimes were plotted. It was found possible to have cold turning without ignition of the fuel up to rotational frequencies of 900 rpm at startup turbine shaft power of 900 1000 kW and up to 1250 1300 rpm at 2300 kW. Power balances for these and other regimes are shown.

A76-47281 , Testing the annular combustion chamber of the NK 8 aircraft engine using natural gas (Ispytanie kol'tsevoi kamery sgoraniia aviatsionnogo dvigatelia NK-8 na prirodnom gaze) A G Tumanovskii, V N Kovalev, V G Skuridin, and F M Mingaleev Teploenergetika, Aug 1976, p 60-64 In Russian

The conditions in the annular combustion chamber of a turbofan engine were studied during combustion of natural gas. The front part of the chamber consists of a block of injectors arranged in two staggered rows, forming part of the annular head of the chamber. Each injector has its own swirler and stabilizer, and air is introduced gradually into the chamber. Although one of the characteristics of ignition of natural gas in highly forced combustion chambers is the loss of combustion stability as the fuel becomes richer, rich flameout was not attained in the present experiments even at air temperature at burner inlet of 30.50 C and air velocity at inlet of 120.130 m/sec. The measurements include the burnup coefficient and temperature field characteristics as influenced by inlet conditions.

A76-47350 Helicopter dynamics A R S Bramwell (City University, London, England) New York, Halsted Press, 1976 416 p 140 refs \$38.50

The present work gives an updated account of most important branches of the dynamics and aerodynamics of the helicopter Simple assumptions are adopted, yet they enable substantial results to be obtained for calculating induced velocity, rotor forces and moments, performance, and the static and dynamic stability and control in both hovering and forward flight Particular attention is given to the complicated problem of calculating the induced velocity and the rotor blade forces when vortex wakes from individual blades are taken into account. Aerofoil characteristics under conditions of high incidence and high Mach number for steady and unsteady conditions are discussed. Methods are presented for calculating the mode shapes and frequencies for flapwise, lagwise, and torsional displacements for both hinged and hingeless flexible blades. Other topics include helicopter vibration and the problem of aeroelastic coupling between the modes of vibration of the blade and between those of the blade and fuselage SD

A76 47355 # Developments in transonic steady and un steady flow theory J R Spreiter (Stanford University, Stanford, Calif) and S S Stahara (Nielsen Engineering and Research, Inc., Mountain View, Calif) International Council of the Aeronautical Sciences, Congress, 10th, Ottawa, Canada, Oct 3-8, 1976, Paper 76-06 16 p 73 refs Contract No N00014-73 C-0379 NR Project 061 215

A broad overview is presented of theoretical progress in transonic steady and unsteady flow analysis through brief accounts of the theoretical basis of the various methods employed Particular attention is given to transonic flows past wings and bodies, wing-body combinations, helicopter rotors, and internal flow through rotating turbomachinery. Two dimensional flows and the Navier-Stokes representation are first discussed, so that the initial results may provide a standard with which the approximate theories can be judged. The salient features and results of the more significant methods are reviewed. Under favorable circumstances, the various methods yield similar results, with the effects of viscosity being confined to limited regions, so that the results of the small disturbance theory agree with those of the more accurate theories Some of the discrepancies stem directly from differences in computational details and could be reduced at the expense of greater computing time or with the development of more effective algo-SD rithms

A76-47356 # Optimum design of composite primary struc ture aircraft components D M Purdy and C G Dietz (Douglas Aircraft Co, Long Beach, Calif) International Council of the Aeronautical Sciences, Congress, 10th, Ottawa, Canada, Oct 38, 1976, Paper 76-07 11 p 6 refs

The application of advanced composite materials to aircraft structures holds the potential for significant improvements in the aircraft system. The application of these materials in primary structures is evaluated and a methodology discussed for determining the optimum configurations of the primary structure components. The procedure goes beyond establishing optimum laminate patterns and determines the appropriate size, shape, and spacing of any stiffener materials. Constraints which may be applied to the optimization process include manufacturing, strain, and stiffness requirements. The impact on the structural weight of various potential constraints is examined. Comparisons are made between optimized advanced composite structure and existing metal structure for those cases for which practical constraints include stiffnesses, strain levels, and manufacturing requirements. (Author)

A76-47357 # Evaluation study of composite reinforced wing panel construction J J Cools (Fokker-VFW, Shiphol Airport, Netherlands) and G Bartelds (Nationaal Lucht- en Ruimtevaart laboratorium, Amsterdam, Netherlands) International Council of the Aeronautical Sciences, Congress, 10th, Ottawa, Canada, Oct 38, 1976, Paper 76-08 10 p

The application of HTS carbon-epoxy composite material in hybrid laminates and as reinforcement to aluminum wing panel construction is studied Basic properties and compressive buckling behavior of aluminum/carbon-epoxy hybrid laminates are determined using flat plate strips, folded short column sections and hat stiffened panel specimens. It appears that a 30% weight saving as compared to all metal short column can be achieved. It has not yet been fully evaluated what portion of this saving can be preserved in actual compression panel construction but 20% appears to be feasible. The application of composite reinforcement to improve fail-safe characteristics of stiffened and sandwich panels is shown to be very promising also. Although crack growth rates in aluminum parts are adversely affected by tensile pre stress the crack arrest and residual strength characteristics are improved very significantly.

(Author)

A76-47358 # The application of advanced composites to military aircraft R N Hadcock (Grumman Aerospace Corp., Bethpage, N Y ) International Council of the Aeronautical Sciences, Congress, 10th, Ottawa, Canada, Oct. 3.8, 1976, Paper 76-09. 11 p. 13 refs. Research supported by the Grumman Independent Research and Development Program, Contracts No. F33615.68 C 1301, No. F33615.71 C 1605, No. F33615.73 C-5173, No. F33615.75 C 3124, No. N00019.73 A 0070, No. N62269.74 C 0535

The evolutionary development of advanced composites for use in aircraft structures is described. The design approach for boion/epoxy composite material is discussed. Later programs have focused on the use of mixtures of graphite/epoxy, boron/epoxy, and glass epoxy to achieve both weight and cost savings. Projected benefits of the extensive application of advanced composites to new aircraft systems are also presented. The predicted weight, cost, and performance benefits of fully integrated and wide application of composites to future high performance aircraft are truly significant.

A76-47359 # A new type of attachment for B/AI compressor blades R Kochendorfer (Deutsche Forschungs und Versuchsanstalt für Luft- und Raumfahrt, Institut für Bauweisen- und Konstruktionsforschung, Stuttgart, West Germany) International Council of the Aeronautical Sciences, Congress, 10th, Ottawa, Canada, Oct 38, 1976, Paper 76-10 13 p 13 refs

A loop type attachment for B/AI compressor blades is developed using a J79 first stage blade as a demonstrator. The attachment is realized by connecting two blades at the root end by a loop in such a way that all or most of the fibers are running continuously from one

blade tip to the other B/AI material is selected because it offers advantages of temperature stability, erosion and foreign object damage resistance over organic matrix composites. The technology of realizing this twin blade design using B/AI is described. The reached high stress levels combined with low density of B/AI material allow realization of a hollow blade-loop concept. A possible weight saving of 23% is calculated in a feasibility study by redesigning a three-stage low-pressure titanium compressor of a modern engine according to the requirement of a B/AI twin blade concept.

A76-47360 # Advanced aerodynamics for transonic flight A Eberle, W Staudacher, and A Zech (Messerschmitt-Bolkow-Blohm GmbH, Ottobrunn, West Germany) International Council of the Aeronautical Sciences, Congress, 10th, Ottawa, Canada, Oct. 38, 1976, Paper 76-12 11 p 18 refs Research supported by the Bundesministerium der Verteidigung

Theoretical and experimental research on supercritical airfoils and hybrid wing planforms, maneuver flap systems, and wing body integration is reviewed. Effects of nose strakes, short coupled canards, and wing tip modifications, and of various slat and flap configurations, on transonic flight performance and on lift/drag ratio in maneuvers are discussed. Some wing-tip modifications such as the rounded Bagley type configuration and various wing strakes were also tested, as well as clean wings (without strakes) and variable camber wings.

A76-47361 # Analysis of two-element high lift systems in transonic flow B G Arlinger (Saab-Scania AB, Linkoping, Sweden) International Council of the Aeronautical Sciences, Congress, 10th, Ottawa, Canada, Oct 3-8, 1976, Paper 76-13 10 p 13 refs

A calculation method has been developed for the two dimensional inviscid transonic flow around two-element airfoil systems, such as an airfoil with a leading-edge slat or a trailing edge flap. Using a conformal mapping sequence the flow field is mapped to an annular domain where the two circles represent the two airfoil contours. The full potential equation is solved in this domain using a symmetric successive line overrelaxation procedure. Calculated results are presented for various configurations and Mach numbers. Comparisons are also made with some available experimental results which, however, show large viscous effects. (Author)

A76-47362 # The design of transonic airfoils under consideration of shock wave boundary layer interaction H Sobieczky and E Stanewsky (Aerodynamische Versuchsanstalt, Gottingen, West Germany) International Council of the Aeronautical Sciences, Congress, 10th, Ottawa, Canada, Oct 38, 1976, Paper 76 14 16 p 16 refs

A hodograph method for the design of transonic airfoils in inviscid shock free flow is developed. The method with its initial and boundary value problems is then extended to flow with shocks, focusing on physical boundaries which arise from the displacement of a turbulent boundary layer interacting with a transonic recompression shock. Transonic wind tunnel tests were carried out to measure the structure of the boundary layer as well as the outer flow.

B J

A76-47363 \* # An experimental and computational investigation of the flow field about a transonic airfoil in supercritical flow with turbulent boundary-layer separation M W Rubesin, A F Okuno, L L Levy, Jr, J B McDevitt, and H L Seegmiller (NASA, Ames Research Center, Moffett Field, Calif) International Council of the Aeronautical Sciences, Congress, 10th, Ottawa, Canada, Oct 3-8 1976 Pager 76-15 11 p 20 refs

A combined experimental and computational research program for testing and guiding turbulence modeling within regions of separation induced by shock waves incident on turbulent boundary layers is described. Specifically, studies are made of the separated flow over the rear portion of an 18% thick circular-arc airfoil at zero angle of attack in high Reynolds number supercritical flow. The measurements include distributions of surface static pressure and local skin friction. The instruments employed include high frequency.

response pressure cells and a large array of surface hot-wire skin-friction gages. Computations at the experimental flow conditions are made using time dependent solutions of ensemble-averaged Navier-Stokes equations, plus additional equations for the turbulence modeling. (Author)

A76-47367 # The Franco-German experimental program for the evaluation of a supercritical wing for a combat aircraft application M Lotz (Dornier GmbH, Friedrichshafen, West Germany) and B Monnerie (ONERA, Châtillon-sous Bagneux, Hauts-desenne, France) International Council of the Aeronautical Sciences, Congress, 10th, Ottawa, Canada, Oct 3-8, 1976, Paper 76-21 11 p 9 refs Research supported by the Bundesministerium der Verteidigung

The program has the purpose to investigate the practical applicability of supercritical wings to subsonic combat aircraft using the Franco-German Alpha Jet as a test vehicle. Specific points of interest are (1) 3 D effects on moderate aspect-ratio wings, (2) performance of a supercritical wing in a broad CL M region, (3) effectiveness of maneuver flaps on a supercritical wing, and (4) the behavior beyond the buffet boundary and at the maneuver limit. The paper first describes the theoretical and experimental work which preceded the flight test program. Following that, the time plan of the program is shown. Results of the first design cycle are presented as well as the resulting improvements in performance. (Author)

A76-47368 # Recent explorations in relaxation methods for three-dimensional transonic potential flow W Schmidt (Dornier GmbH, Friedrichshafen, West Germany) and S Hedman (Flygtek niska Forsoksanstalten, Bromma, Sweden) International Council of the Aeronautical Sciences, Congress, 10th, Ottawa, Canada, Oct 3-8, 1976, Paper 76-22 10 p 18 refs Research supported by the Defence Materiel Administration of Sweden, Bundesministerium der Verteidigung Contract No TR 720-R-7600 42-009

Earlier work is extended in a development of a three dimensional transonic design relaxation method Mach number and lift coefficient are assigned for the design point in (planform) wing design. A chordwise target pressure distribution is derived from two dimensional design studies. The PT7 transonic wing body configuration was tested, the design pressures checked in wind tunnel experiments. The transonic potential equation is solved by locally varied applications of relaxation techniques. Further improvements are suggested for speeding up numerical calculations, for application to highly loaded swept and tapered wings, and for pressure distributions corresponding to improved aft loading and improved nose shape.

R D V

A76-47369 # Wing-body interference on a generalized load distribution on the body due to triangular wings at supersonic speeds E S Larson (Flygtekniska Forsoksanstalten, Stockholm, Sweden) International Council of the Aeronautical Sciences, Congress, 10th, Ottawa, Canada, Oct 3-8, 1976, Paper 76 23 13 p 26 refs Research supported by the Defence Materiel Administration of Sweden

A generalized load distribution on the body due to interference from triangular wings with supersonic trailing edges and with sufficiently long root-chords is developed by means of an approximate analyses for wing-body combinations without an afterbody at small angles of attack. By an empirical approach the loading on the afterbody has also been predicted with reasonable accuracy and the whole interference load distribution on the body can therefore be condensed into a kind of an approximate similarity law. The generalized load distribution is compared with a large number of experiments and with the panel method result. The correlation is quite satisfactory.

(Author)

A76-47370 # Supersonic flow past a slender delta wing - An experimental study J L Stollery and I C Richards (Cranfield Institute of Technology, Cranfield, Beds , England) International Council of the Aeronautical Sciences, Congress, 10th, Ottawa,

Canada, Oct 3-8, 1976, Paper 76 24 7 p 9 refs Research sponsored by the Ministry of Defence (Procurement Executive)

A detailed survey of the flow around a delta wing with 70 deg of leading-edge sweep has been performed at a Mach number of 2.5 Both leeside and windward surfaces have been studied over the incidence range from -5 to 50 deg. The measurements include upperand lower surface pressure distributions, schlieren photographs, vapour screen pictures, and surface oil-flow visualization. The results are compared with thin shock-layer theory. The agreement is generally good, but the conjecture that the theory can be used to predict the occurrence of leading-edge separation needs further investigation. (Author)

A76-47373 "i A new method for measuring the modal shapes of aircraft structures (Une nouvelle methode de mesure des formes modales des structures aeronautiques) J J Angelini (ONERA, Châtillon-sous Bagneux, Hauts de Seine, France) International Council of the Aeronautical Sciences, Congress, 10th, Ottawa, Canada, Oct 3-8, 1976, Paper 76-27 6 p In French

A harmonic vibration test setup for determining the modal shapes of aircraft structures is described. Vibration is induced by electromechanical exciters controlled by a digital frequency synthe sizer, and vibration measurements are controlled and processed by a Hewlett Packard 2100 computer. The modal shape identification is accomplished in two steps. (1) the frequency response after sweep is recorded automatically allowing the determination of natural modes, and (2) eigenvalues are visualized.

A76-47374 <sub>II</sub> A general approach to supersonic aeroelastic vibrations problems P Santini and R Barboni (Roma, Universita, Rome, Italy) International Council of the Aeronautical Sciences, Congress, 10th, Ottawa, Canada, Oct 38, 1976, Paper 76 28 19 p 8 refs

A generalized Galerkin method is used to treat the problem of the supersonic flutter of a three-dimensional panel, taking account of the coupling of out of-plane bending and in plane stretching. Linear aerodynamic theory is utilized and the nonlinear membrane forces induced by panel flutter are included in the analysis. Attention is paid to the effects of in plane boundary conditions on the amplitude and frequency of the limit cycle and on the stress distribution.

A76-47375 The accuracy of thrust in flight derived from engine calibrations in an altitude test facility J C Accough (National Gas Turbine Establishment, Farnborough, Hants, England) International Council of the Aeronautical Sciences, Congress, 10th, Ottawa, Canada, Oct 38, 1976, Paper 76 30 17 p 6 refs

Thrust in flight is derived from readings of engine parameters which are preferably calibrated in an altitude test facility. A new refined theory is proposed for estimation of engine calibration uncertainty and its transfer to the in flight thrust calculations of a multi-engined aircraft. The older simpler theory is shown to over estimate the in flight uncertainties. Examples are given of various possible arrangements for the engine calibrations using both an altitude test facility, and a sea level static test bed and of the application of these calibrations to flight measurements. (Author)

A76-47377 Design techniques for high by pass ratio powerplant nozzle systems A R Seed (National Gas Turbine Establishment, Farnborough, Hants , England) International Council of the Aeronautical Sciences, Congress, 10th, Ottawa, Canada, Oct 3-8, 1976, Paper 76 32 9 p / refs

Theoretical and experimental techniques used to identify and prove high efficiency gas generator afterbodies for high by pass ratio turbofan installations are outlined. The theoretical method of characteristics is used to predict afterbody flows on axisymmetric afterbodies. The value of this method in predicting 'shock free' flows is demonstrated. A model technique giving accurate comparisons between a range of axisymmetric isolated nozzle arrangements up to high subsonic. Mach numbers is described. Results are presented which demonstrate the accuracy and repeatability of the model technique, and the applicability of the theoretical and experimental approaches to identifying improved afterbody designs. (Author)

A76-47379 # The effect of wake thickness on the rolling-up process in two dimensions H Portnoy (Technion - Israel Institute of Technology, Haifa, Israel) International Council of the Aeronautical Sciences, Congress, 10th, Ottawa, Canada, Oct 38, 1976 Paper 76 34 11 p 15 refs Grant No AF AFOSR-71 2045

A numerical method is developed for calculating the flow field due to a two dimensional distribution of vorticity over a given area A distribution of vorticity over a long thin ellipse is then used to model the flow about the unrolled cross section of a thick wake far downstream of the wing trailing-edge. The distribution is now allowed to distort under the action of its own induced velocity field, (which is calculated by the aforementioned numerical method), thus simulating roll-up of a wake with thickness. The influence of viscosity is neglected and two different span loadings are studied.

(Author)

A76-47380 # Theory and experiments on the hypersonic source flow over long, slender bodies in a conical nozzle M Yasuhara, S Watanabe, H Mitome, and M Ikeda (Nagoya University, Nagoya, Japan) International Council of the Aeronautical Sciences, Congress, 10th, Ottawa, Canada, Oct 3-8, 1976, Paper 76-35 11 p 14 refs Research supported by the Ministry of Education

Inviscid nonlinear quasi-similarity theory is applied to a long body in a hypersonic source flow, and linearized theory for a pointed body is treated by the method of source distribution. These source flow results show a large decrease in the surface pressure distribution compared with the parallel ones in the rear part of the body if the distance from the nose to the body surface, normalized by the source-nose distance, increases beyond about 0.1 It is shown that there exists one-to-one correspondence between the source-flow problem and the parallel one in slender-body theory when the ratio of specific heats of gas is equal to 2. Pressure distributions along power-law bodies measured in the conical nozzle of a hypersonic shock tunnel are compared with the nonlinear theory and also with the source-parallel conversion result, giving essentially good agreement. (Author)

A76-47381 # Unsteady and steady aerodynamic forces of slender delta wings according to Newtonian theory H T Hemdan and W H Hui (Waterloo, University, Waterloo, Ontario, Canada) International Council of the Aeronautical Sciences, Congress, 10th, Ottawa, Canada, Oct 3-8, 1976, Paper 76-36 10 p 10 refs Research supported by the National Research Council of Canada

The problems of hypersonic flow past a stationary and an oscillating conical delta wing at high angles of attack with detached shock waves are studied using the thin shock layer theory. In the stationary wing case an accurate perturbation solution is obtained thus improving and extending Messiter's and other existing theories for flat and curved wings. For the pitching delta wings with small amplitude, simple analytic formulae are derived for the aerodynamic derivatives. The effects of wing curvature on its stability were studied systematically and it is found that the pitching motion of a hypersonic delta wing is always stable aerodynamically. (Author)

A76-47382 # Optimization of the rotor-wing system from helicopter performance point of view K Szumanski (Instytut Lotnictwa, Warsaw, Poland) International Council of the Aero nautical Sciences, Congress, 10th, Ottawa, Canada, Oct 3-8, 1976, Paper 76-37 12 p

The subject dealt with by this paper is the optimization of geometric parameters of the helicopter lifting system in the form of the rotor and wing units. Considering the numerous couplings of the parameters of the aforesaid lifting system with the remaining parameters of the helicopter, it may be said that the problem lies in the optimization of the entire helicopter, equipped with an auxiliary wing, and with particular attention paid to the rotor and to the wing Efforts have been undertaken to obtain a multi objective estimate of the quality of the helicopter, while recognizing a multi parameter set of design variables. Considering the significant volume of the problem, the proceedings were limited to an outline of the course of

optimal projecting, while illustrating the selected fragments of the process (Author)

A76-47385 \* # Aerodynamic performance of two variable-pitch fan stages R D Moore and G Kovich (NASA, Lewis Research Center, Cleveland, Ohio) International Council of the Aeronautical Sciences, Congress, 10th, Ottawa, Canada, Oct. 3-8, 1976, Paper 76 41 8 p. 11 refs

NASA Lewis Research Center is investigating a variety of fan stages applicable for short haul aircraft. These low-pressure-ratio low-speed fan stages may require variable-pitch rotor blades to provide optimum performance for the varied flight demands and for thrust reversal on landing. A number of the aerodynamic and structural compromises relating to variable-pitch rotor blades are discussed. The aerodynamic performance of two variable pitch fan stages operated at several rotor blade setting angles is evaluated for both forward and reverse-flow application. Detailed radial surveys are presented for both forward and reverse flow. (Author)

A76-47386 # Noise generated wavelike eddies in a turbulent jet Y Y Chan (National Aeronautical Establishment, Ottawa, Canada) International Council of the Aeronautical Sciences, Congress, 10th, Ottawa, Canada, Oct 3-8, 1976, Paper 76-42 13 p 29 refs

Experimental and theoretical studies of the wavelike disturbances in an axisymmetric turbulent jet are presented. It is demonstrated that the jet can support a helical wave train with azimuthal mode equal to or greater than unity in addition to the plane wave mode. The disturbance wave grows rapidly along the jet to a maximum and then decays gradually further downstream for three modes considered, m = 0, 1 and 2. The disturbance waves of all modes are well modelled by a wave theory with the local properties of the wave described by a linear stability solution of a divergent shear flow. The nonlinear development of the wave along the jet is calculated by an energy integral method. The predicted results are in good agreement with the experimental data. (Author)

A76-47388 # Operational experience on Concorde R M McKinlay (British Aircraft Corp., Ltd., Filton, Bristol, England), G R I Heaton (British Aircraft Corp., Ltd., Fairford, Glos., England), and J Franchi (Societe Nationale Industrielle Aerospatiale, Tou louse, France) International Council of the Aeronautical Sciences, Congress, 10th, Ottawa, Canada, Oct. 3-8, 1976, Paper 76-44. 10 p.

The paper summarizes the 7 year (over 7,000 hours of flying) operational experience of the supersonic Concorde aircraft in service with Air France and British Airways Statistics on the Certification Program development flights, including endurance flights intended to assess aircraft airworthiness, are followed by information on Concorde's airline service. Main features of the aircraft operation are analyzed, taking a flight phase by phase. The discussion covers aircraft loading, thrust checking, takeoff characteristics, subsonic climb, acceleration, supersonic climb, cruise, supersonic operations over the sea and land, descent, approach, and landing. Information is given on the influence of atmospheric conditions on aircraft operation, including radiation, turbulence, temperature and wind shear effects at cruise altitude, as well as on some problems of ATC and communications. An operational assessment of the aircraft from the pilot's point of view is given, along with some information on training program for Concorde's pilots

A76-47389

The art and science of modern flight testing - A personal view D Lean (Royal Aircraft Establishment, Flight Dynamics Div , Bedford, Hants , England) International Council of the Aeronautical Sciences, Congress, 10th, Ottawa, Canada, Oct. 3-8, 1976, Paper 76-45 10 p. 16 refs

Some examples of flight research undertaken by the RAE in the field of aerodynamics, stability and control, and handling are used to illustrate the view that this type of flight testing is still very much a mixture of art and science. The advances made in the capabilities of instrumentation, data recording and processing facilities are ac-

knowledged but many of the chosen examples necessarily used very modest resources yet succeeded in producing valuable results often of wider significance than originally foreseen. The value of this type of flight test is partly in increasing confidence in predictions based on wind tunnel and simulator tests but in many instances the flight result is unique. (Author)

A76-47390 # Accuracy limits in nonsteady flight testing H L Jonkers and J A Mulder (Delft, Technische Hogeschool Delft, Netherlands) International Council of the Aeronautical Sciences, Congress, 10th, Ottawa, Canada, Oct 3-8, 1976, Paper 76-46 16 p 27 refs

When estimating aircraft performance, stability, and control characteristics from steady or unsteady maneuvering test flight data, the accuracy of the results is limited due to measurement errors, atmospheric disturbances, and mathematical modeling errors. This paper studies the effects of various error sources on the maximally achievable accuracies of the aircraft characteristics derived from unsteady maneuvering flight test data. It is shown which error sources are most relevant for accuracy limitations in present day flight testing, taking account of aerodynamic and inertial aircraft properties. Conclusions drawn from theoretical analyses are compared with results obtained by processing digitally simulated and actual flight test data. (Author)

A76 47391 # Ground run maneuvering qualities of aircraft with nose wheel control S Luthander, L Wickstrom, and S Oberg (Lutab Prof Sten Luthander Ingenjorsbyra AB, Bromma, Sweden) International Council of the Aeronautical Sciences, Congress, 10th, Ottawa, Canada, Oct 3-8, 1976, Paper 76-47 16 p 6 refs Research supported by the Defence Materiel Administration of Sweden

Based on the existing framework of vehicle dynamics theory a structure is suggested for the ground run maneuvering qualities problem combining two related areas referred to as response and phase optimization. A survey simulation program covering mainly the response problem area has been conducted in the FOSIM research simulator adapted to ground run tests at a constant speed of 50 m/s. Emphasis has been on fighter type aircraft of the 10-15 ton class with the aim to define vehicle parameter values corresponding to satisfactory respectively unacceptable pilot rating of the ground run maneuvering qualities. (Author)

A76-47392 # External noise of light propeller driven air craft F W J van Deventer and G J J Ruijgrok (Delft, Technische Hogeschool, Delft, Netherlands) International Council of the Aeronautical Sciences, Congress, 10th, Ottawa, Canada, Oct 3-8, 1976, Paper 76-48 15 p 19 refs

This paper describes an experimental research program set out to investigate basic sound characteristics of light propeller driven airplanes and to quantify actual observed noise levels. The method of data reduction makes it possible to calculate sound time histories and peak noise levels at any point on the ground. Some results are presented of systematic noise measurements during level and climbing flyovers of two types of light airplanes. Also the effect of variation of some operational parameters and of airframe drag reduction on observed noise levels is indicated. Finally, measured data are compared with results of calculations, using a well known empirical propeller noise prediction method. The need for improved prediction methods is stressed, since basic sound signatures show poor agreement.

A76-47393 ii New developments in blown flap noise technology J S Gibson (Lockheed Georgia Co., Marietta, Ga.) International Council of the Aeronautical Sciences, Congress, 10th, Ottawa, Canada, Oct. 3-8, 1976, Paper 76-49. 11 p. 37 refs

There is considerable effort underway in the development of blown-flap powered lift systems of the lower surface blowing (LSB) and upper surface blowing (USB) types. The noise technology relating to blown flap systems is reviewed. There are three general sources of noise turbomachinery, airframe, and the interaction noise of the jet blowing on the flaps. Characteristics of LSB and USB.

systems are described, including noise spectra, directivity, jet velocity characteristics, aircraft geometric-variation effects, and aircraft forward speed effects. Noise reduction concepts are described, in cluding slowing down the jet flow field by devices and engine cycle modifications, structural geometry and shielding modifications, local flow-field modifications of the passive and active type, and absorp tion of noise. It is concluded that low noise characteristics in blown flap aircraft must be largely 'built in' by better application of low-noise principles during the design. (Author)

A76-47394 # Opportunities for future improvements in air craft noise R P Gerend (Boeing Commercial Airplane Co., Seattle, Wash.) International Council of the Aeronautical Sciences, Congress, 10th, Ottawa, Canada, Oct. 3-8, 1976, Paper 76-50. 13 p. 24 refs.

Current status of theoretical understanding, experimental techniques and potential future noise reductions are examined for fan source noise, low frequency core engine noise, jet exhaust noise and airframe noise components. Potential future improvements in acoustic linings are also reviewed. It is concluded that there are a number of interesting possibilities for advancement of noise technology, but that energy, emissions and cost constraints will limit future noise reductions to relatively modest increments below the current wide body fleet. (Author)

A76-47395 7 Tornado - An advanced STOL fighter-bomber design O Friedrich (Messerschmitt Bolkow Blohm GmbH, Munich, West Germany) and B Young (British Aircraft Corp., Warton, England) International Council of the Aeronautical Sciences, Congress, 10th, Ottawa, Canada, Oct. 3-8, 1976, Paper 76-51. 10 p. 6 refs.

Tornado represents an aircraft incorporating design features such as variable wing sweep, variable supersonic inlet, sophisticated primary and secondary flying controls, advanced structural design with modern materials, and a high-technology afterburning bypass engine specifically designed for it. Flight testing of Tornado started in 1974, and eight aircraft are flying at three industry flight test centers at this time. The paper highlights the design philosophy, with emphasis on the overall integrated function and performance of the airframe achieved by synthesis of all systems. (Author)

A76-47396 Resume of steep gradient research at RAE Bedford A D Brown (Royal Aircraft Establishment, Bedford, Hants, England) International Council of the Aeronautical Sciences, Congress, 10th, Ottawa, Canada, Oct 3-8, 1976, Paper 76 52 14 p 20 refs

Results are presented for an R/STOL (reduced/short takeoff and landing) research program including airfield facilities and various steep approach techniques applied to six aircraft. The discussion covers noise benefits, approach performance in terms of pitch and azimuth maneuver, flares and landings, all weather operations, and alternative approach techniques. It is shown that the success of R/STOL operations strongly depends on the effective introduction of MLS (microwave landing system) guidance. Improvement in approach accuracy coupled with suitable development in engine and airframe design should result in safe operation down to realistic heights in all weathers with real benefits measured in terms of approach success rate.

A76-47397 # The Canadian STOL demonstration - The data collection, the findings and their applications H P Rosewarne and D D Spruston (Canadian Air Transportation Administration, Otta wa, Canada) International Council of the Aeronautical Sciences, Congress, 10th, Ottawa, Canada, Oct 3-8, 1976, Paper 76-53 14 p

The paper describes the data collection and monitoring exercise conducted by the Canadian Air Transportation Administration on the Canadian government-sponsored STOL Demonstration Service to commercial air carrier standards between Montreal and Ottawa from August 1974 to March 1976. The aim of data collection was to provide information required to establish the technical standards and operational procedures for STOL transportation. Demonstration operating concepts and data collection exercises are described and results are presented.

A76-47399 # Conflict detection and resolution in the Netherlands ATC system SARP II J M ten Have and C G H Scholten (Nationaal Luchtvaartlaboratorium, Amsterdam, Netherlands) International Council of the Aeronautical Sciences, Congress, 10th, Ottawa, Canada, Oct. 3-8, 1976, Paper 76 55 10 p 6 refs

The paper focuses on two conflict detection methods which are developed for overflying aircraft in the Netherlands airspace and are based on long-term trajectory predictions. The aim is that the conflict detection programs produce few 'false alarms' and consume very little on line processing time. This is met by the so-called 'block method', which is described in this paper. Also investigations are discussed with respect to a more complicated method, known as the 'critical-distance method'. The latter method will reduce the false alarm rate to its minimum value, set by the uncertainties in the trajectory predictions in the ATC-computer system and by the lateral deviations from track of the aircraft. (Author)

A76-47400 # Evaluation of a new flight path command control concept V Adam and R Onken (Deutsche Forschungs und Versuchsanstalt für Luft und Raumfahrt, Institut für Flugführung, Braunschweig, West Germany) International Council of the Aeronautical Sciences, Congress, 10th, Ottawa, Canada, Oct 3-8, 1976, Paper 76-56 8 p 6 refs

The introduction of digital electric flight control systems as well as new theoretical techniques in multivariable control synthesis open new ways in overall control system design. In particular, the developments of advanced command control systems offers great promise. A digital command control system, which follows independent commands in change of glide slope angle and speed in the sense of 4 D-guidance, has been designed and evaluated in simulator tests. The commands are fed in by the pilot by means of control column or side grip controller deflection. The influence of certain control loop modifications has been investigated. Test results show the tracking performance, achieved by use of an optimized control law and suitably modified pilot interfaces.

(Author)

A76-47401 \* # Research in ground-based near-terminal area 4D guidance and control C L Britt, Jr, C M Davis (Research Triangle Institute, Research Triangle Park, N C), L Credeur (NASA, Langley Research Center, Hampton, Va), and W Capron (Vought Corp, Hampton, Va) International Council of the Aeronautical Sciences, Congress, 10th, Ottawa, Canada, Oct 3-8, 1976, Paper 76-57 10 p 6 refs

This paper describes work being done at NASA, Langley Research Center and at the Research Triangle Institute on advanced, ground-based guidance and control for the near terminal area Large-scale computer traffic simulations in conjunction with flight experiments with a Boeing 737 aircraft will be used to evaluate various concepts for automated terminal area metering and spacing The all digital real-time air traffic simulation model is described Facilities for aircraft tracking and for interfacing the aircraft with the digital simulation are discussed, along with possible application to other types of experiments (Author)

A76-47402 # Lightning protection of low density aircraft structures F Cicci and P H Bootsma (de Havilland Aircraft of Canada, Ltd., Downsview, Ontario, Canada) International Council of the Aeronautical Sciences, Congress, 10th, Ottawa, Canada, Oct 3-8, 1976, Paper 76-58 10 p 8 refs

Lightning protection techniques which may be incorporated to protect low density aircraft structures from the hazards of a lightning strike are reviewed. The discussion covers the lightning strike phenomenon, lightning strike protection of wing fuel tanks, and indirect effects of lightning discharge. Design features permitting safe lightning current transfer through the various joint components of a fuel tank are examined. It is recommended not to rely on screws to carry the bulk of the lightning current. Surfaces with insulative

coatings increase the dwell time of an arc by necessitating a higher arc voltage to breakdown the dielectric coatings at a new attachment point. It is desirable to have a treatment which is anticorrosive, esthetically pleasing, and readily applicable. Aluminum mesh would be the more acceptable system to be used in composite structures.

SIC

A76-47403 # Climatic impact assessment program - Conclusions and recommendations A J Grobecker (U S Department of Transportation, Office of the Secretary of Transportation, Washington, D C) International Council of the Aeronautical Sciences, Congress, 10th, Ottawa, Canada, Oct 3-8, 1976, Paper 76-59 16 p 14 refs

This report assesses the impact of climatic changes which may occur from operation of aircraft in the stratosphere. The effects considered involve the geophysics of the stratosphere and the troposphere, the propulsion effluents, the impacts of climatic change on the biosphere, and the economic and social measures of biological and climatic changes. Technical measures for the improvement of aircraft engines and fuels, by which adverse environmental effects may be avoided, are described. (Author)

A76-47404 # Predictive adaptive control of a non-linear time-varying aircraft system P Studer (Swiss Federal Aircraft Factory, Emmen, Switzerland) International Council of the Aeronautical Sciences, Congress, 10th, Ottawa, Canada, Oct 3-8, 1976, Paper 76-60 10 p 5 refs

An aircraft that is described by a non-linear, time-varying system is transferred from an initial state to a final state in a certain number of steps which result from the discretization of the entire (time-, fuel or energy optimized) trajectory in a sequence of points defining elementary trajectories. The aircraft is guided from one point to another by a finite-time control vector obtained for linear systems with a quadratic performance criterion. The control time interval is chosen such that the set of accessible states of the aircraft almost always lies in the set that may be obtained by freezing the linearization in the initial point of the elementary trajectory. At the end of the control interval the state is measured and then allows the determination of the control vector, provided that the difference between the aircraft's state and the predetermined state lies inside a tolerable error window. If this condition is not met a parameter identification is carried out. An application is made to the in plane. accelerated climb of a hypothetical supersonic aircraft (Author)

A76-47552 # Induced side forces at high angles of attack A B Wardlaw, Jr and A M Morrison (U.S. Navy, Naval Surface Weapons Center, Silver Spring, Md.) Journal of Spacecraft and Rockets, vol. 13, Oct. 1976, p. 589-593. 17 refs. Navy-sponsored research.

Linear regression techniques are used to establish a quantitative description of side forces on bodies of revolution at high incidence and zero side slip. A data base is assembled concerning the key side force characteristics of maximum measured side force, angle of attack at which it occurs, and minimum angle of incidence at which a side force is observed (onset angle). This information is examined to determine the important trends, and a linear regression model is developed for these quantities to include only those variables which are statistically significant. Results indicate that the peak side force coefficient is a function of Mach number, and only slightly of Reynolds number Nose fineness is the critical model dimension which suggests that peak side forces are a product of the nose flowfield. Blunting of the nose reduces the magnitude of the side force but the degree of bluntness does not appear to be important The angle at which the maximum side force occurs is found to be dependent on model length and Mach number, while the onset angle is a function of model length only (Author)

A76-47571 # Winter thunderstorms in Japan - A hazard to aviation. E T Pierce (Stanford Research Institute, Menlo Park, Calif ) Naval Research Reviews, vol 29, June 1976, p 12-16 10 refs

Meteorological and electrical characteristics of wintertime severe thunderstorms and lightning activity on the Hokuriku coast of Honshu (on Sea of Japan, extending roughly from Wakasa Bay to Toyama Bay) are described. The winter storm season constitutes an anomalous secondary yearly maximum (in addition to the late summer seasonal maximum). Lightning flashes are few and not readily visible, but can be triggered by intrusion of aircraft into the thunderclouds. The main positive charge center may lie below the negative center. Single stroke leaders seem to discharge positive electricity to ground, and wreak greater destruction on transmission lines and structures than do conventional flashes. Snow gush phenomena (in the wake of storms) and triggering of lightning by aircraft and rockets penetrating the thundercloud are recommended as research problems.

A76-47678 # B-1 flight test - Progress report C C Bock, Jr (Rockwell International Corp., B-1 Div., Los Angeles, Calif.) American Institute of Aeronautics and Astronautics, Aircraft Systems and Technology Meeting, Dallas, Tex., Sept. 27.29, 1976, Paper 76-886.5 p.

The phase 1 (1974-1976, 56 flights) of the B-1 supersonic aircraft flight tests is discussed. The test program was developed according to the fly before-buy concept with targeted minimum flight time of over 250 hr, with primary aircraft mission being low altitude, high speed subsonic penetration to a target. The airplane will also have the capability for high-altitude supersonic penetration In 300 total flying hours the B 1 spent 8 hr at supersonic speed and 24 hr at 5000 feet above 0.80 Mach number. Good reliability of the major subsystems was established, and air refueling was a routine operation. The handling qualities and the performance data of the aircraft were determined. The first production airplane is expected to enter the Air Force inventory in mid-1979. Some information is also given on flight tests of the A/C2 (instrumented primarily for airloads) and A/C-3 (offensive avionics) aircraft, which have contributed to the B-1 flight test program SN

A76-47679 # Flight testing of the Tornado - The current situation /August 1976/ K Knauer (Messerschmitt-Bolkow-Blohm GmbH, Tornado Flight Test Center, Ottobrunn, West Germany) American Institute of Aeronautics and Astronautics, Aircraft Systems and Technology Meeting, Dallas, Tex., Sept. 27-29, 1976, Paper 76-887. 15 p.

Besides airframe and engine all systems and major system components have been developed and optimized especially to Tornado requirements. Before flight trials were started, each system was tested many hours on rigs. Flight tests demonstrate a level of system reliability for prototypes well on the way to production standard. The performance of the individual systems has already reached production standard. Comparisons show excellent handling and flight performance. Some problems with lateral stability and thrust reverser operation have been experienced in the early days of the flight test program, but could be solved by minor modifications. (Author)

A76-47680 # Technical applications for an experimental supersonic cruise aircraft E E Riccioni American Institute of Aeronautics and Astronautics, Aircraft Systems and Technology Meeting, Dallas, Tex., Sept. 27.29, 1976, Paper 76.892. 7 p

In order to decide on the feasibility of an efficient supersonic cruise fighter (supercruiser), the technical requirements for integrating aircraft technologies are analyzed Current characteristics of supersonic airplanes, such as radius of action, energy maneuver ability, and 'G' capabilities are examined Special attention is paid to the performance disparity between fighters designed for supersonic cruise and those for transonic maneuvering. In particular, the problem of the combat engagement time (persistence), i.e., the

disparity between attained maximal speeds (up to M 2.5 in F-101, F-104, F-106, and F-111 models) and the cruise (combat) speeds of these fighters is analyzed. A cost evaluation is presented as well as recommendations regarding further research, and an optimistic conclusion is reached as to the possibility of realization for the supersonic cruise fighters and their potential.

A76-47681 # The demonstration of advanced metallic technologies in primary wing structure J R Ellis (Vought Corp., Systems Div., Dallas, Tex.) American Institute of Aeronautics and Astronautics, Aircraft Systems and Technology Meeting, Dallas, Tex., Sept. 27-29, 1976, Paper 76 908 7 p

Several new design and fabrication technologies using advanced metallic configurations and processes have been demonstrated in a main wing box section typical of fighter/attack aircraft. This multi-cell box demonstration article was an all aluminum design utilizing adhesively bonded laminated main skins, advanced formed sheet metal substructure in a rivetbonded assembly. The article was also designed as an integral fuel tank with innovative fuel sealing and environmental protection systems. Supporting element test data is presented and the results of full scale pressure and static load tests are discussed. Program results provide the basis for projected payoffs of reduced cost and weight with increased unrepaired service life.

(Author)

A76-47682 # An integrated capability for the preliminary design of aeroelasticity tailored wings R W Lynch, W A Rogers, and W W Braymen (General Dynamics Corp., Fort Worth, Tex.) American Institute of Aeronautics and Astronautics, Aircraft Systems and Technology Meeting, Dallas, Tex., Sept. 27.29, 1976, Paper 76-912. 12 p. 24 refs. USAF-sponsored research

An automated design procedure called the Wing Aeroelastic Synthesis Procedure has been developed to yield optimum wing laminates while satisfying a variety of design constraints. The algorithm considers only the wing skin thickness distribution and orientations for composites and balance masses as design variables. It is assumed that the external lines of the wing have been defined during configuration synthesis and that the substructure will be designed after the skins are defined. The stiffness and mass matrices for the wing structural box, the leading edge, and the trailing edge are generated using a direct Rayleigh Ritz energy formulation. The leading and trailing edge Ritz models are coupled to the structural box with moment springs. The optimization scheme uses the Fiacco-McCormick nonlinear programming technique. As an illustra tion, the procedure is applied to the design of an aeroelastically tailored wing (Author)

A76-47684 \* # A vectored-engine-over-wing propulsive-lift concept R G Bradley (General Dynamics Corp., Aerospace Technology Dept., Fort Worth, Tex.), R R Jeffries (USAF, Flight Dynamics Laboratory, Wright-Patterson AFB, Ohio), and F J Capone (NASA, Langley Research Center, Propulsion Integration Section, Hampton, Va) American Institute of Aeronautics and Astronautics, Aircraft Systems and Technology Meeting, Dallas, Tex., Sept. 27-29, 1976, Paper 76-917. 14 p. 14 refs.

An experimental investigation has been conducted to evaluate a unique engine over wing propulsive-life scheme for providing maneuver improvement in the subsonic transonic speed regime. The concept combines the benefits of vectored thrust for added circulation and spanwise blowing for leading edge-vortex augmentation so as to provide full angle-of-attack aerodynamic improvements. Results of a series of wind tunnel tests employing a powered research model illustrate the propulsive/aerodynamic features of the concept. (Author)

A76 47685 The high bypass ratio variable pitch turbofan for transport aircraft propulsion W J Walsh F S LaMar, and R T Kawai (Douglas Aircraft Co., Long Beach, Calif.) American Institute of Aeronautics and Astronautics, Aircraft Systems and Technology Meeting, Dallas, Tex., Sept. 27 29, 1976, Paper 76-919 12 p. 23 1efs

The development of higher bypass ratio turbofan engines for transport aircraft to reduce fuel consumption is reviewed with emphasis on the improvement of airframe/engine integration. Atten

tion is paid to the development of a number of technologies, including variable pitch fans, advanced composites, remote accessory location, and digital engine controls, in the NASA QCSEE engine program. It is noted that the greatest obstacle to utilization of any new propulsion system which includes turboprops and high pressureratio cycles will probably be the establishment of credibility for the maintenance costs.

B.J.

A76 47686 \* # Review of V/STOL lift/cruise fan technology L S Rolls, H C Quigley (NASA, Ames Research Center, Moffett Field, Calif), and R G Perkins, Jr (U S Navy, Air Systems Command, Washington, D C) American Institute of Aeronautics and Astronautics, Aircraft Systems and Technology Meeting, Dallas, Tex., Sept. 27-29, 1976, Paper 76-931. 12 p. 11 refs

This paper presents an overview of supporting technology programs conducted to reduce the risk in the joint NASA/Navy Lift/Cruise Fan Research and Technology Aircraft Program The aeronautical community has endeavored to combine the low-speed and lifting capabilities of the helicopter with the high-speed capabilities of the jet aircraft, recent developments have indicated a lift/cruise fan propulsion system may provide these desired characteristics. NASA and the Navy have formulated a program that will provide a research and technology aircraft to furnish viability of the lift/cruise fan aircraft through flight experiences and obtain data on designs for future naval and civil V/STOL aircraft. The supporting technology programs discussed include (1) design studies for operational aircraft, a research and technology aircraft, and associated propulsion systems, (2) wind tunnel tests of several configura tions, (3) propulsion system thrust vectoring tests, and (4) simula tion. These supporting technology programs have indicated that a satisfactory research and technology aircraft program can be accomplished within the current level of technology

A76-47687 # Aerodynamic design and analysis of winglets K K Ishimitsu (Boeing Commercial Airplane Co., Seattle, Wash.) American Institute of Aeronautics and Astronautics, Aircraft Systems and Technology Meeting, Dallas, Tex., Sept. 27-29, 1976, Paper 76-940. 9 p. 5 refs

A procedure has been developed to design and analyze winglets The procedure uses a vortex lattice computer program to determine various winglet geometry parameters, such as camber and twist required to minimize induced drag. The wing/winglet design is analyzed in a nonplanar, three dimensional, potential flow program to determine the change in lift curve, pitching moment, span load and surface pressures. The span load is analyzed in a Trefftz plane analysis program to determine the induced drag and wing bending moment distribution. The surface pressure distributions are analyzed with boundary layer methods to determine the winglet profile drag The surface pressure distributions are qualitatively analyzed for separation, interference and compressibility drag. The change in wing parasite and compressibility drag, caused by the winglets, is estimated using the base configuration wind tunnel data. This analytic procedure to design and analyze winglets was checked by comparing the results of this procedure with wind tunnel data of models tested with winglets (Author)

A76-47688 ; A comparison of two lift fan propulsion concepts D P Gleiter (U.S. Naval Material Command, Air Vehicle Technology Dept., Warminster, Pa.) American Institute of Aero nautics and Astronautics, Aircraft Systems and Technology Meeting, Dallas, Tex., Sept. 27-29, 1976, Paper 76-954. 10 p. 6 refs

Conceptual designs of lift fan aircraft using tip turbine and shaft driven fans were compared to determine which concept best meets the requirements for a V/STOL antisubmarine warfare aircraft with an initial operational capability in 1985. The first concept consists of a propulsion system using two engines which are growth versions of the J97 turbojet, interconnected through valves and hot gas ducts with three turbo tip fans, while the second concept consists of a propulsion system using two compound turbofan/shaft engines and two geared, variable pitch lift/cruise fans. The comparison is carried out in terms of propulsion system performance, aircraft

mission performance, propulsion system cost, aircraft reliability and maintainability, and propulsion system vulnerability

A76-47689 ". Aerodynamic design of a Mach 2 2 supersonic cruise aircraft R L Radkey, H R Welge, and R L Roensch (Douglas Aircraft Co, Long Beach, Calif) American Institute of Aeronautics and Astronautics, Aircraft Systems and Technology Meeting, Dallas, Tex, Sept. 27 29, 1976, Paper 76 955 10 p. 11 refs

The McDonnell Douglas Corporation has conducted numerous Mach 2.2 supersonic aircraft design and integration studies in support of the NASA Supersonic Cruise Aircraft Research (SCAR) program. This paper traces the evolution of a baseline study configuration and an improved performance configuration through several aerodynamic design and trade study cycles. The impact of real-world constraints on configuration design is discussed. The results of a wind tunnel test of two configurations are presented, and comparisons of analytical and experimental results are shown. This work has demonstrated high. L/Ds at Mach. 2.2 for a structurally feasible arrow wing configuration. (Author)

A76-47847 Future trends in aero gas turbine design 1 - Conventional engines R M Denning S C Miller, and G H Wright (Rolls Royce /1971/, Ltd , Aero Div , Derby, England) Aeronautical Journal, vol 80, Aug 1976, p 343 349

Single stage turbofan engines of high bypass ratio are compared and classified as the preferred design for aircraft cruising at high subsonic Mach numbers. Specific fuel consumption is singled out as the most important criterion, in view of current fuel price trends, and attention is given to weight, noise, and exhaust pollution. The turbine engines are grouped in three thrust size categories. (1) large engines powering large aircraft including wide body craft, and delivering 40,000 lb thrust and over 189 kN, (2) intermediate engines delivering 15,000 to 30,000 lb thrust, or 65 to 135 kN, (3) small engines, including helicopter propulsion engines, delivering about 10,000 lb thrust and below 45 kN. Space parts and maintenance costs, specific thrust, endurance, overall pressure ratio, and turbine entry temperature are also considered as criteria for comparisons.

RDV

A76-47848 An appraisal of present and future large commercial hovercraft. R L Wheeler (British Hovercraft Corp., Ltd., East Cowes, England) *Aeronautical Journal*, vol. 80, Aug. 1976, p. 354-364-7 refs

Some commercial hovercraft, particularly those in service on English Channel short sea routes, are compared as to performance, powerplant, weight and dimensions, operating costs, and all weather capability. Problems in model testing (towing tank, channels, basins, open sea) are taken up. Power and fuel data and drag components (aerodynamic drag plus hydrodynamic drag, the latter including wakemaking drag, water wetting, overwave increment) are discussed. Modular lengthening of hovercraft by addition of modular bays, and attendant problems, are described. Some future large hovercraft projects, including surface effect ships for open seas operation in military or paramilitary service, are mentioned.

A76-47849 \* Aeroelastic stability and control of an oblique wing R T Jones (NASA, Ames Research Center, Moffett Field, Calif) and J W Nisbet (Boeing Commercial Airplane Co., Seattle, Wash.) Aeronautical Journal, vol. 80, Aug. 1976, p. 365-369

Dynamic model tests were staged to compare the aeroelastic stability of a free flying oblique-winged aircraft and the known divergent instability characterizing swept forward wing configurations, to test the effect of wing elasticity on alleron control and trim

The aircraft fuselage was clamped in some tests and left free to roll in others. Two rigid wing panels were hinged near the wing center with elastic restraining springs. It is found that the aeroelastic divergence affecting swept forward wings does not occur with an oblique wing, whose aeroelastic instability sets in at a dynamic pressure exceeding that for static divergence of swept-forward wings, and appears in the form of undamped oscillations. Oblique wing stability is sensitive to the moment of inertia of the fuselage in roll. Roll control and lateral which divergence of a clamped forward wing shows up.

R D V

A76-47868 <sup>†</sup> Use of a laser energy source for the production of jet thrust (Ispol'zovanie lazernogo istochnika energii dlia sozdaniia reaktivnoi tiagi) F V Bunkin and A M Prokhorov (Akademiia Nauk SSSR, Fizicheskii Institut, Moscow, USSR) *Uspekhi Fizi cheskikh Nauk*, vol. 119, July 1976, p. 425-446. 26 refs. In Russian

Physical principles of laser jet engines are examined. In such engines, energy would be provided by a laser source located on the outside of the aircraft to be accelerated. Two thrust producing mechanisms are considered vaporization of a target under the action of the incident laser radiation and an 'explosion' resulting from laser breakdown of air, which induces a shock wave that exerts pressure on the aircraft. It is shown that the first mechanism could be used in both the atmosphere and space, while the second mechanism could be employed only in the atmosphere. The main properties of an air breathing laser jet engine are outlined and experimental data verifying some of them are presented.

A76-47878 # Separated flow induced by trailing-edge flaps on delta wings at M = 8.2 D M Rao (National Aeronautical Laboratory, Bangalore, India) Aeronautical Society of India, Journal, vol 27, Feb 1975, p 17.21 7 refs Research supported by the Ministry of Technology of England

Flow separation phenomena on the wind ward surface of delta wings, caused by full span trailing edge flap deflection were studied in a 8-in-diam tunnel at Mach 8.2 Surface flow visualization, together with static pressure and overall aerodynamic load measurements were made on two models with 70 and 76-degree leading edge sweep angles respectively, at various incidence and flap deflection angles. Some effects associated with the Reynolds number were also studied. The overall forces with deflected flaps were compared with simple theoretical predictions, the salient features of three dimensional separation patterns are interpreted in an attempt to obtain a physical description of the flow field. (Author)

A76-47879 # Transonic aerofoils - Advances in theory and design R C Lock Aeronautical Society of India, Journal, vol. 27, Feb. 1975, p. 22-48, 31 refs

The main achievements in two-dimensional aerodynamics during the last decade are summarized, with particular reference to theoretical research work. One of the paramount achievements is seen in Sells' (1968) 'exact' numerical method for calculating plane subcritical flow past a lifting airfoil, which is based on the existence of a conformal mapping of the region exterior to the airfoil in the physical plane onto the interior of the unit circle in the working plane. The importance of Sells' method is further emphasized in that some of the techniques employed have been adapted to the corresponding supercritical transonic flow problem. Some landmarks of the effort of mathematicians to overcome the major difficulties involved in the transonic problem are examined, and design methods for supercritical airfoils are described.

A76-47918 Manufacture of gas turbine engine power shaft by induction brazing J A Miller and J J O'Connor (Avco Corp., Avco Lycoming Div., Stratford, Conn.) (American Welding Society, International Brazing Conference, 7th, St. Louis, Mo., May 10.14, 1976.) Welding Journal, vol. 55, Oct. 1976. p. 832-837

Induction brazing development in the manufacture of absolutely reliable gas turbine engine power shafts is outlined along with cost effective nondestructive inspection techniques for the brazed joints with a high degree of confidence. Twelve notches are machined in the end of the joint outer section to facilitate filler metal and flux flow during the brazing operation. Ultrasonic inspection is found to produce the required confidence needed for the brazed joint system at reasonable cost. A one to one facsimile printout is produced which provides a valuable tool for trouble shooting the brazing process. The automatic induction equipment has reduced the reject rate from 15% to about 3%. The induction silver-brazed shaft inspected by the ultrasonic technique has provided the required dependability, as 9000 shafts have so far successfully accumulated over 14 million engine hours.

# STAR ENTRIES

N76-32124\*# Systems Research Labs Inc Newport News Va

THE EFFECT OF HELICOPTER MAIN ROTOR BLADE PHASING AND SPACING ON PERFORMANCE, BLADE LOADS, AND ACOUSTICS Final Report

Santu T Gangwani Washington NASA Sep 1976 100 p refs

(Contract NAS1-13705)

(NASA-CR-2737 SRL-3169-0014) Avail NTIS HC\$5 00 CSCL 01A

The performance blade loads and acoustic characteristics of a variable geometry rotor (VGR) system in forward flight and in a pullup maneuver were determined by the use of existing analytical programs. The investigation considered the independent effects of vertical separation of two three-bladed rotor systems as well as the effects of azimuthal spacing between the blades of the two rotors. The computations were done to determine the effects of these parameters on the performance blade loads and acoustic characteristics at two advance ratios in steady-state level flight and for two different g pullups at one advance ratio. To evaluate the potential benefits of the VGR concept in forward flight and pullup maneuvers, the results were compared as to performance oscillatory blade loadings vibratory forces transmitted to the fixed fuselage and the rotor noise characteristics of the various VGR configurations with those of the conventional six-bladed rotor system Author

N76-32129\*# Tennessee Univ Knoxville
EVALUATION OF TWO SWEPT-INFINITE-WING POTENTIAL/VISCOUS-FLOW COMPUTER PROGRAMS

Rao V Arimilli Aug 1976 23 p refs Sponsored by NASA (NASA-CR-145037) Avail NTIS HC \$3 50 CSCL 01A

Two computer programs capable of predicting the potential and viscous interacting flow around wings of infinite aspect ratio was evaluated. The programs are compared in terms of their capabilities the approximations and the methods of solution used and the input requirements. Six airfoils each representative of a class of airfoils are used as test airfoils. The results predicted by the programs are presented for each airfoil at sweep angles of 0.20 and 40 degrees over a range of angles of attack. The results show that at zero sweep both programs predicted the aerodynamic coefficients well and generally in good agreement with measurements. At 20 and 40 degrees of sweep as there are no experimental data available definitive conclusions cannot be drawn about the accuracy of the predictions although the results are presented and discussed. The execution times are approximately the same for the two programs.

N76-32131\*# Nielsen Engineering and Research Inc Mountain View. Calif

A COMPUTER PROGRAM TO CALCULATE THE LONGITU-DINAL AERODYNAMIC CHARACTERISTICS OF WING-FLAP CONFIGURATIONS WITH EXTERNALLY BLOWN FLAPS Final Report

Michael R Mendenhall Frederick K Goodwin and Selden B Spangler Washington NASA Sep 1976 91 p refs (Contract NAS1-13158) (NASA-CR-2706) Avail NTIS HC \$5.00 CSCL 01A

A vortex lattice lifting-surface method is used to model the wing and multiple flaps. Each lifting surface may be of arbitrary planform having camber and twist, and the multiple-slotted trailing-edge flap system may consist of up to ten flaps with different spans and deflection angles. The engine wakes model consists of a series of closely spaced vortex rings with circular or elliptic cross sections. The rings are normal to a wake centerline which is free to move vertically and laterally to accommodate the local flow field beneath the wing and flaps. The two potential flow models are used in an iterative fashion to calculate the wing-flap loading distribution including the influence of the waves from up to two turbofan engines on the semispan. The method is limited to the condition where the flow and geometry of the configurations are symmetric about the vertical plane containing the wing root chord. The calculation procedure starts with arbitrarily positioned wake centerlines and the iterative calculation continues until the total configuration loading converges within a prescribed tolerance. Program results include total configuration forces and moments individual lifting-surface load distributions including pressure distributions individual flap hinge moments and flow field calculation at arbitrary field Author

N76-32132\*# Boeing Commercial Airplane Co Seattle Wash TRANSONIC PRESSURE MEASUREMENTS AND COMPARISON OF THEORY TO EXPERIMENT FOR AN ARROW-WING CONFIGURATION

Marjorie E Manro Kenneth J R Manning Thomas H Hallstaff and John T Rogers Aug 1976 491 p refs

(Contract NAS1-12875)

(NASA-CR-2610 D6-42670-1 FAA-RD-76-72) Avail NTIS HC \$12 50 CSCL 01A

A wind tunnel test of an arrow-wing-body configuration consisting of flat and twisted wings as well as a variety of leading- and trailing-edge control surface deflections was conducted at Mach numbers from 0.4 to 1.1 to provide an experimental pressure data base for comparison with theoretical methods. Theory-to-experiment comparisons of detailed pressure distributions were made using current state-of-the-art attached and separated flow methods. The purpose of these comparisons was to delineate conditions under which these theories are valid for both flat and twisted wings and to explore the use of empirical methods to correct the theoretical methods where theory is deficient. The results are summarized.

N76-32133\*# National Aeronautics and Space Administration Ames Research Center Moffett Field Calif

THE EFFECTS OF BLOWING OVER VARIOUS TRAILING-EDGE FLAPS ON AN NACA 0006 AIRFOIL SECTION, COMPARISONS WITH VARIOUS TYPES OF FLAPS ON OTHER AIRFOIL SECTIONS, AND AN ANALYSIS OF FLOW AND POWER RELATIONSHIPS FOR BLOWING SYSTEMS Jules B Dods Jr and Earl C Watson Aug 1976 145 p refs Supersedes NACA-RM-A56CO1

(NASA-TN-D-8293 A-6423 NACA-RM-A56C01) Avail NTIS HC \$6 00 CSCL 01A

The results are presented of a two-dimensional investigation conducted to determine the effect of blowing over various types of trailing-edge flaps on a wing having the NACA 0006 airfoil section and a drooped-nose flap. The position and profile of the trailing-edge flap the nozzle height and the location of the flap with respect to the nozzle were found to be important variables. Data from many investigations were used to make an evaluation of the effects of blowing on lift. An analysis was made of flow and power relationships for blowing systems.

Author

N76-32134\*# National Aeronautics and Space Administration Langley Research Center Langley Station Va
PERFORMANCE OF AN ISOLATED TWO-DIMENSIONAL WEDGE NOZZLE WITH FIXED COWL AND VARIABLE WEDGE CENTERBODY AT MACH NUMBERS UP TO 2 01 Donald L Maiden Washington Sep 1976 126 p refs (NASA-TN-D-8218 L-10611) Avail NTIS HC \$6 00 CSCL 01A

A wind tunnel investigation has been conducted to determine the aeropropulsion performance (thrust minus drag) of an isolated two-dimensional wedge nozzle with a simulated variable-wedge mechanism and a fixed cowl. The investigation was conducted statically and at Mach numbers from 0 60 to 1 20 in the Langley 16-foot transonic tunnel and at a Mach number of 2 01 in the Langley 4-foot supersonic pressure tunnel. The ratio of exhaust jet total pressure to free-stream static pressure was varied up to 27 depending on free-stream Mach number. The results indicate that the aeropropulsion performance of the two-dimensional fixed-cowl variable-wedge nozzle is slightly lower (0.7 to 1.4 percent of ideal thrust) than that achieved for a two-dimensional wedge nozzle with a translating shroud although part of the difference in performance is attributed to internal-performance differences. The effects of cowl boattail angle internal expansion area ratio, and wedge half-angle on the performance of the two-dimensional wedge nozzle are discussed Author

N76-32135# California Univ Davis
MAGNUS FORCES ON SPINNING SUPERSONIC CONES
PART 1 THE INVISCID FLOW Final Report

B R Sanders and H A Dwyer Mar 1976 47 p refs (Contract DAAD05-73-C-0039 DA Proj 1T1-61102-A-33H) (AD-A022670 BRL-CR-292) Avail NTIS CSCL 20/4

The numerical solution of steady three-dimensional inviscid supersonic flows is applied to the calculation of Magnus forces on spinning cones at angle of attack. The Magnus force is made up of several contributions the contribution due to the asymmetrical boundary-layer displacement-thickness interaction with the inviscid flow field is considered here. Three-dimensional laminar boundary-layer solutions for the spinning cone were obtained by methods described in Part I of this paper. The displacementthickness contribution to the Magnus force is calculated by solving the complete inviscid flow field over body shapes obtained by adding the three-dimensional displacement thickness to the cone radius. The gas dynamic equations are solved by applying MacCormack's second-order shock-capturing finite-difference technique. Special precautions had to be taken in both finite differencing and in applying the surface boundary conditions to maintain enough significant digits in the pressure calculation since the Magnus force is as small as one part in three hundred of the normal force for some cases considered. The displacementthickness contribution to the Magnus force along with three other contributions described in Part I of this paper are summarized here in Part II The considerable cancellation effect observed among the four contributions shows that all of the components must be included if accurate predictions of the Magnus force are to be obtained Author (GRA)

N76-32139# Committee on Government Operations (U.S. House)

TRANSPORTATION OF HAZARDOUS MATERIALS BY AIR Washington GPO 1976 96 p refs Hearing before a subcomm of the Comm on Govt Operations 94th Congr 1st Sess 8 Oct 1975

(GPO-62-325) Avail Comm on Govt Operations

Legislation enacted to protect the Nation adequately against the risks to life and property which are inherent in the transportation of hazardous materials in commerce is discussed. Emphasis is placed on transportation of hazardous materials by air. J M S

N76-32140\* National Aeronautics and Space Administration Marshall Space Flight Center Huntsville Ala

AIRCRAFT-MOUNTED CRASH-ACTIVATED TRANSMITTER DEVICE Patent

Robert Manoli (Rockwell Intern Corp Downey Calif) and Bertram R Ulrich inventors (to NASA) (Rockwell Intern Corp Downey Calif) Issued 31 Aug 1976 7 p Filed 3 Oct 1974 Supersedes N74-34647 (12 - 24 p 2922) Continuation-in-part of abandoned US Patent Appl SN-307714 filed 17 Nov 1972 which is a continuation-in-part of abandoned US Patent Appl SN-82279 filed 20 Oct 1970

(NASA-Case-MFS-16609 3 US-Patent-3 978 410 US-Patent-Appl-SN-511894 US-Patent-Class-325-114, US-Patent-Class-325-115 US-Patent-Class-325-186 US-Patent-Class-343-705 US-Patent-Appl-SN-307714

US-Patent-Appl-SN-82279) Avail US Patent Office CSCL 17C

An aircraft crash location transmitter tuned to transmit on standard emergency frequencies is reported that is shock mounted in a sealed circular case atop the tail of an aircraft by means of a shear pin designed to fail under a G loading associated with a crash situation. The antenna for the transmitter is a metallic spring blade coiled like a spiral spring around the outside of the circular case. A battery within the case for powering the transmitter is kept trickle charged from the electrical system of the aircraft through a break away connector on the case. When a crash occurs the resultant ejection of the case from the tail due to a failure of the shear pin releases the free end of the antenna which automatically uncoils. The accompanying separation of the connector effects closing of the transmitter key and results in commencement of transmission.

Official Gazette of the U.S. Patent Office

Author (GRA)

N76-32142# Air Force Flight Dynamics Lab Wright-Patterson AFB Ohio

ANALYSIS OF SHOCK-ABSORBING CONCEPTS FOR BIRD-PROOF WINDSHIELDS OF ADVANCED AIR FORCE VEHICLES Final Report, Apr 1972 - Nov 1974

Werner R Jansen Feb 1976 284 p refs (AF Proj 1368) (AD-A023621 AFFDL-TR-74-155) Avail NTIS CSCL 01/2

Shock-absorbing windshields and mounting frames are required in advanced AF aircraft to permit mission continuance after a hit by a bird in low level high speed flight Analytical structural models of bird strike-proof high visibility window systems are optimized using existing glazing materials designs for realistic environmental conditions and the influencing factors of proposed shock absorbing mechanisms. Theoretical results generated are compared with published experimental data Parametric studies of structural response due to impact loading and damping of dynamic stresses due to energy absorption.

N76-32143# Dayton Univ Research Inst Ohio Research Inst

were performed to provide preliminary design data for windscreen

BIRD IMPACT FORCES IN AIRCRAFT WINDSHIELD DESIGN Final Report, Jan - Jun 1975
Richard L Peterson and John P Barber Wright-Patterson AFB

Ohio AFFDL Mar 1976 65 p refs

protection against bird strike

(Contract F33615-73-C-5027 AF Proj 2202 AF Proj 5027) (AD-A023628 AFFDL-TR-75-150) Avail NTIS CSCL 01/2

In order to design transparent aircraft windshield and canopy panels which can withstand the impact of birds and at the same time meet other equally important operational requirements it is necessary to define the forces generated during the birdstrike event. The total force as a function of time was measured by impacting birds onto a large diameter Hopkinson bar. The local pressures and pressure distribution during the bird impact were measured by flush mounting piezo-electric pressure transducers in a heavy rigid flat plate and impacting the plate/transducer assembly The forces and pressures are a function of the relative impact velocity and angle the weight and average density of the bird and the stiffness of the impacted structure. In order to define the temporal and spatial distribution of the bird impact forces a parametric bird/plate impact test program was initiated These tests cover a velocity range from 30 m/s to 350 m/s impact angles from 15 to 90 deg in trajectory and bird weights from 0.05 kg to 3.6 kg. The results at the 90 deg test angle indicate that (1) Birds behave essentially as a fluid during impact (2) Birds do not bounce at impact -- the impulse is equal to the initial impact momentum (3) The high-frequency component of pressure superimposed on the base pressure-time pulse is caused by breakup of the bird flesh and inhomogeneities in the bird and (4) The duration of loading is approximately equal to the squash up time GRA

N76-32144# National Transportation Safety Board Washington D C Bureau of Aviation Safety

ANNUAL REVIEW OF AIRCRAFT ACCIDENT DATA US GENERAL AVIATION CALENDAR YEAR 1974

31 Jan 1976 198 p (PB-252606/9 NTSB-ARG-76-1) Avail NTIS HC\$7 50 CSCL 01B

The Annual Review of Aircraft Accident Data is a statistical compilation published by the National Transportation Safety Board. The publication contains statistical information compiled from reports of 4425 general aviation accidents that occurred during the calendar year 1974. Included in the total number of accidents are 59 collisions between aircraft By coding each aircraft involved in the collisions an additional 59 records are produced bringing the total accidents records to 4484. This figure reflects the true number of pilots and aircraft involved in the accidents.

Author (GRA)

N76-32146\*# National Aeronautics and Space Administration Langley Research Center Langley Station Va

THE DESIGN, DEVELOPMENT, AND FLIGHT TEST RESULTS OF THE BOEING 737 AIRCRAFT ANTENNAS FOR THE ICAO DEMONSTRATION OF THE TRSB MICROWAVE LANDING SYSTEM

Thomas G Campbell William E White and Melvin C Gireath 17 Aug 1976 96 p refs

(NASA-TM-X-73943) Avail NTIS HC \$5 00 CSCL 17G

The Research Support Flight System a modified Boeing 737 was used to evaluate the performance of several aircraft antennas and locations for the Time Reference Scanning Beam (TRSB) Microwave Landing System (MLS) These tests were conducted at the National Aviation Facilities Experimental Center (NAFEC) Atlantic City New Jersey on December 18 1975. The flight tests measured the signal strength and all pertinent MLS data during a straight-in approach a racetrack approach and ICAO approach profiles using the independent antenna-receiver combinations simultaneously on the aircraft Signal drop-outs were experienced during the various approaches but only a small percentage could be attributed to antenna pattern effects.

#### N76-32178\*# McDonnell Aircraft Co St Louis Mo WIND TUNNEL AND GROUND STATIC INVESTIGATION OF A LARGE SCALE MODEL OF A LIFT/CRUISE FAN V/STOL AIRCRAFT

2 Aug 1976 413 p refs (Contract NAS2-8655)

(NASA-CR-137916 MDC-A4318) Avail NTIS HCS11 00 CSCL 01C

An investigation was conducted in a 40 foot by 80 foot wind tunnel to determine the aerodynamic/propulsion characteristics of a large scale powered model of a lift/cruise fan V/STOL aircraft. The model was equipped with three 36 inch diameter turbotip X376B fans powered by three T58 gas generators. The lift fan was located forward of the cockpit area and the two lift/cruise fans were located on top of the wing adjacent to the fuselage. The three fans with associated thrust vectoring systems were used to provide vertical and short takeoff and landing capability For conventional cruise mode operation only the lift/cruise fans were utilized. The data that were obtained include lift drag longitudinal and lateral-directional stability characteristics and control effectiveness. Data were obtained up to speeds of 120 knots at one model height of 20 feet for the conventional aerodynamic lift configuration and at several thrust vector angles for the powered lift configuration Author

#### N76-32180\*# Martin Marietta Corp Denver Colo X-24C RESEARCH VEHICLE

Oct 1974 82 p refs Sponsored in part by NASA and AF (NASA-CR-148832 M-74-9) Avail NTIS HC \$5.00 CSCL 01C

A group of experiments that might be accomplished on the X-24C research vehicle are discussed indicating in each case the technology development needed to ready the experiments for flight and also indicating interface problems between the vehicle and the experiment Experiments that could be cheaply done using test platforms other than the X-24C have been eliminated Experiments that are clearly applicable only to the X-24C research vehicle are of course included Experiments that might be accomplished on either the X-24C or some other platform requiring further investigation concerning proper applicability are included for consideration.

#### N76-32181\*# Boeing Commercial Airplane Co Seattle Wash THE 737 GRAPHITE COMPOSITE FLIGHT SPOILER FLIGHT SERVICE EVALUATION Annual Report, Jul 1973 - Mar 1975

Robert L Stoecklin May 1975 39 p refs

(Contract NAS1-11668)

(NASA-CR-132663 AR-1) Avail NTIS HC \$4 00 CSCL 01C

The flight service experience of 108 graphite-epoxy spoilers on 737 transport aircraft and related ground-based environmental exposure of graphite-epoxy material specimens were evaluated Four spoilers were installed on each of 27 aircraft for a 5-year study. As of February 28, 1975, a total of 294,280 spoiler flight-hours and 460,636 spoiler landings were accumulated. Based on visual ultrasonic and destructive testing no moisture migration into the honeycomb core and no core corrosion has occurred. Tests of removed spoilers and of ground-based exposure specimens after the first year of service indicate no significant changes in composite strength.

### N76-32182\*# Boeing Co Wichita Kans EVALUATION OF LOW WING-LOADING FUEL CONSERVA-TIVE, SHORT-HAUL TRANSPORTS

L H Pasley and T A Waldeck 1976 305 p refs (Contract NAS1-13714)

(NASA-CR-145041) Avail NTIS HC \$9.75 CSCL 01C

Fuel conservation that could be attained with two technology advancements  $\Omega$  fan propulsion system and active control technology (ACT) was studied. Aircraft incorporating each technology were sized for a Federal Aviation Regulation (FAR) field length of 914 meters (3.000 feet). 148 passengers and a 926 kilometer (500 nautical mile) mission. The cruise Mach number was 70 at 10100 meter (33.000 foot) altitude. The improvement resulting from application of the  $\Omega$  fan propulsion system was computed relative to an optimized fuel conservative transport design. The performance improvements resulting from application of ACT technology were relative to the optimized  $\Omega$  fan propulsion system configuration. Author

N76-32183# Advisory Group for Aerospace Research and Development Paris (France)

ADVANCES IN ENGINE BURST CONTAINMENT AND FINITE ELEMENT APPLICATIONS TO BATTLE DAMAGED STRUCTURE

Sep 1976 22 p refs Presented at 42d Struct and Mater Panel Meeting, Ottawa Apr 1976

(AGARD-R-648) Avail NTIS HC \$3 50

Two papers dealing with protection systems for aircraft against damage arising from the impact of a variety of projectiles such as military weapons and debris from engine disintegration were presented

# N76-32184 Boeing Co Seattle Wash ADVANCES IN ENGINE BURST CONTAINMENT

R J Bristow C D Davidson and J H Gerstle *In* AGARD Advan in Eng Burst Containment and Finite Elem Appl to Battle-Damaged Struct Sep 1976 p 1-6

A partial review of recent research performed into the application of fragment impact studies leading to an understanding of engine burst fragment impacts and the initial development of an engine burst containment system using duPont Kevlar material were described. All test work to date has involved translational accelerators. The program has not yet resulted in a satisfactory containment system. In addition to a summary of program accomplishments several areas where unexpected results occurred and where information was obtained that may influence future fragment containment efforts were discussed. One of these areas involves spinning fragments. None of the predicted adverse effects on Kevlar fabric was found. Another area concerns thermal effects. It was found that the efficiency of the barrier in stopping fragments was influenced by the temperature of the

#### N76-32185 Naval Surface Weapons Center White Oak Md FINITE ELEMENT APPLICATIONS TO BATTLE DAMAGED STRUCTURE

Pao C Huang In AGARD Advan in Eng Burst Containment and Finite Elem Appl to Battle-Damaged Struct

A Patching Technique for the development of a finite element model truly representing a battle-damaged aircraft was introduced The applications of the preprocessors Ping and Bing to the automatic generation of input data for NASTRAN analyses are also briefly shown. Finally, the importance of modeling technique is addressed

N76-32192\*# National Aeronautics and Space Administration Lewis Research Center Cleveland Ohio

#### **DURABILITY OF ZIRCONIA THERMAL-BARRIER CERAMIC** COATINGS ON AIR-COOLED TURBINE BLADES IN CYCLIC JET ENGINE OPERATION

Curt H Liebert, Richard E Jacobs Stephan Stecura and C Robert Morse Washington Sep 1976 17 p refs (NASA-TM-X-3410 E-8700) Avail NTIS HC \$3.50 CSCL 21E

Thermal barrier ceramic coatings of stabilized zirconia over a bond coat of Ni Cr Al Y were tested for durability on air cooled turbine rotor blades in a research turbojet engine. Zirconia stabilized with either yttria magnesia or calcia was investigated On the basis of durability and processing cost the yttria stabilized zirconia was considered the best of the three coatings investigated Author

N76-32193# Ohio State Univ Research Foundation Columbus GAS TURBINE TRANSPIRATION COOLING RESEARCH PART 1 AN EXPERIMENTAL STUDY OF TURBINE AIRFOIL WAKES AS INFLUENCED BY UPSTREAM NOZZLE VANES Final Report, 1 Jan 1973 - 30 Sep 1975

Wesley R Cox and L S Han Wright-Patterson AFB Ohio AFAPL Nov 1975 172 p refs

(Contract F33615-73-C-2033 AF Proj 3066)

(AD-A023445 OSURF-3611-IF-Pt-1 AFAPL-TR-76-2-Pt-1) Avail NTIS CSCL 21/5

An experimental study was made of the effects of stationary upstream wakes on the static pressure distribution and wake profiles of a downstream cascade of turbine blade models. The most significant cyclic static pressure changes on the downstream airfoils were found to take place along the suction surface and near the stagnation region of an instrumented airfoil. The wake minimum velocity was found to be displaced toward the suction side of the airful by the addition of an upstream cascade although no significant change was found to occur when the relative position of the cascades was changed. The results suggest that an upstream cascade may effectively be modeled as an increase in free-stream turbulence for predicting its effects on the downstream wakes

N76-32195# Aeronautical Systems Div Wright-Patterson AFB

A MULTI-VARIABLE CONTROL FOR THE F100 ENGINE OPERATING AT SEA LEVEL STATIC Technical Report Jan - Jun 1975

Marc S Weinberg Nov 1975 47 p refs (AD-A022699 ASD-TR-75-28) Avail NTIS CSCL 21/5

This report describes a multi-variable control for the F100 engine operating at sea level static. It represents one phase of an in house effort to develop practical applications of modern control theory to gas turbine engines

N76-32196# Naval Air Development Center Warminster Pa Air Vehicle Technology Dept

LIFT FAN PROPULSION CONCEPTS STUDY Interim Report, Mar 1975 - Feb 1976 Donald P Gleiter 25 Mar 1976 49 p refs

(WF41411000)

(AD-A023087 NADC-76079-30) Avail NTIS CSCL 21/5

Contractor's conceptual designs of multimission lift fan VSTOL aircraft based on two different fan designs one with a tip-turbine drive and one with a mechanical drive were compared to determine the more suitable propulsion system for a Navy ASW aircraft with an initial operational capability in 1985. The comparison was based on consideration of propulsion system performance propulsion-induced effects propulsion system effects on flying qualities and control system design aircraft mission performance propulsion system cost aircraft reliability and maintainability and propulsion system vulnerability. The mechanically-driven fans were found to be more suitable primarily because of differences in mission performance and cost. However, it was determined that aircraft could be designed to meet Navy mission requirements using either fan design. An aircraft design based on the mechanically-driven fan concept was optimized to an ASW mission for comparison with the contractor's multimission aircraft. It was found that the contractor's takeoff gross weight estimates accurately represented an aircraft optimized for the ASW mission Author (GRA)

N76-32198# Air Force Aero Propulsion Lab Wright-Patterson AFB Ohio

DUMP DIFFUSER INLET PROGRAM Final Report, Sep. 1972 - Apr 1973

M Brian Bergsten Feb 1976 127 p refs (AF Proj 3012)

(AD-A023404 AFAPL-TR-75-33) Avail NTIS CSCL 21/5

In an investigation of variable geometry inlets and nozzles for application to integral rocket ramjet engines one of the inlet concepts included a variable ramp which produced a discontinuity in the diffuser region unless a trailing flap was used. The purpose of the program described herein was to evaluate the effect of this discontinuity and provide information for determining whether or not the added complexity and weight of a trailing flap would be required to obtain acceptable inlet performance. The approach undertaken was an experimental program in the Mach 3 wind tunnel with an inlet model incorporating a variable dump diffuser The model was designed with interchangeable components to provide numerous configurations

N76-32203\*# McDonnell Aircraft Co St Louis Mo EXPANSION OF FLIGHT SIMULATOR CAPABILITY FOR STUDY AND SOLUTION OF AIRCRAFT DIRECTIONAL CONTROL PROBLEMS ON RUNWAYS, PHASE 1 Final Report

15 Mar 1975 109 p refs (Contract NAS1-13378)

(NASA-CR-145084 MDC-A3304) Avail NTIS HC\$5 50 CSCL

The MCAIR five-degree-of-freedom motion-base simulator (MBS) was used in combination with a six-degree-of-freedom aircraft mathematical model to demonstrate the simulation adequacy on uncrowned runways, under various conditions. Known aircraft parameters were used where possible to increase program credibility. Tire-runway friction models were coordinated with personnel of NASA Langley Research Center The F-4 experienced pilots representing NASA FAA and USAF participated in the 130 approach-touchdown-rollout demonstration and verified the simulation adequacy Author

N76-32251\*# Princeton Univ NJ Dept of Aerospace and Mechanical Sciences

IMPACT OF COMPOSITE PLATES ANALYSIS OF STRESSES AND FORCES Final Report, May 1974 - Aug 1975

F C Moon B S Kim and S R Fang-Landau Jan 1976 111 p refs

(Grant NGR-31-001-267)

(NASA-CR-134999 AMS-1298) Avail NTIS HC \$5 50 CSCL 11D

The foreign object damage resistance of composite fan blades was studied. Edge impact stresses in an anisotropic plate were first calculated incorporating a constrained layer damping model It is shown that a very thin damping layer can dramatically decrease the maximum normal impact stresses. A multilayer model of a composite plate is then presented which allows computation of the interlaminar normal and shear stresses. Results are presented for the stresses due to a line impact load normal to the plane of a composite plate. It is shown that significant interlaminar tensile stresses can develop during impact. A computer code was developed for this problem using the fast Fourier transform A marker and cell computer code were also used to investigate the hydrodynamic impact of a fluid slug against a wall or turbine blade. Application of fluid modeling of bird impact is reviewed Author

N76-3233# Analytical Sciences Corp., Reading Mass ENERGY MANAGEMENT TECHNIQUES FOR FUEL CONSERVATION IN MILITARY TRANSPORT AIRCRAFT Final Report, 6 Jan 1975 - 6 Feb 1976

Robert F Stengel and Fred J Marcus Wright-Patterson AFB Ohio AFFDL Feb 1976 222 p refs

(Contract F33615-75-C-3039, AF Proj 1987)

(AD-A023527 TASC-TR-545-1 AFFDL-TR-75-156) Avail NTIS CSCL 21/4

This report presents the results of an investigation of energy management techniques for fuel conservation in a large transport aircraft the USAF C-141A. Using the methods of optimal control theory and numerical simulation, fuel-optimal flight paths are computed and compared with conventional vertical profiles for typical mission scenarios. Algorithms for on-board guidance to minimize fuel use are synthesized and evaluated and functional requirements for system implementation are developed. Concepts for flight testing this throttle/energy management technique are presented.

N76-32576# Technische Hogeschool Delft (Netherlands) Dept of Aeronautical Engineering

PREDICTION OF FATIGUE CRACK PROPAGATION IN AIRCRAFT MATERIALS UNDER VARIABLE-AMPLITUDE LOADING

J Schijve Mar 1975 27 p refs Presented at ASTM Symp on Fatigue Crack Growth Under Spectrum Loads Montreal 23-24 Jun 1975

(VTH-193) Avail NTIS HC \$4 00

Loads in service are first discussed after which various types of variable-amplitude loading as applied in test programs are surveyed. The various phenomenological aspects of fatigue damage associated with fatigue cracks are indicated. Interaction effects between cycles of different magnitudes are defined. Methods for measuring interaction effects examples of interaction effects and possible explanations are reviewed. This includes both tests with simple types of variable-amplitude loading (overloads and step loading) and more complex load-time histories (program loading random load and flight-simulation loading). New evidence on crack closure is presented. Various types of prediction methods are discussed.

N76-32583# Aeronautical Research Inst of Sweden Stockholm INFLUENCE OF DETECTED CRACK LENGTH AT INSPECTIONS ON PROBABILITY OF FATIGUE FAILURE OF WING PANEL

Sigge Eggwertz 1975 35 p refs

(FFA-HU-1745-Pt-2 ICAF-834) Avail NTIS HC \$4 00

A statistical model for evaluating the probability of fatigue failure of a wing panel subjected to regular inspections was established where stochastic variation of the maximum load fatigue life to crack initiation residual static strength and crack length at detection, is taken into account. In a numerical analysis five different distribution functions for the crack length at detection were introduced. These distributions, range in effectiveness from conditions met in laboratory inspection to scheduled service inspection. Two different assumptions concerning the reduction of the residual static strength were studied. The results are given in two tables and three diagrams, which show a considerable influence of the inspection effectiveness especially for long service lives and inspection intervals exceeding 1 000 flights. The reduction in probability of failure due to crack stoppers is also large for longer service lives except where the inspection effectivity is very high

N76-32599# Aeronautical Systems Div Wright-Patterson AFB

THERMAL BUCKLING OF UNIFORM RECTANGULAR PLATES Final Technical Report, Sep 1974 - Jun 1975 Robert E Kielb Feb 1976 89 p refs

(AD-A023472 ASD-TR-75-37) Avail NTIS CSCL 20/11

The extensive utilization of light-weight alloys in many structures such as aircraft ships and nuclear powerplants necessitates a thorough analysis of the load-deformation relationships of the structural components. Of these relationships the problem of instability is among the more difficult and interesting ones to analyze. For high temperature environments the instability due to thermal expansion becomes more important and compelling from a safety and performance standpoint. Elastic instability phenomena of two basic structural elements rods (columns) and plates have been extensively studied in the past fifty years and are well documented insofar as the current status is concerned. The analysis of column instability and post-instability is generally considered complete except for the inelastic behavior of the material. For plate structures, the analysis has not reached the same level of completeness. Exact solutions have not been available for certain loading and boundary conditions. The purpose of this report is to present the exact solution for the thermal buckling of uniform rectangular plates. The solutions are presented for all possible combinations of simply supported and clamped edge conditions. This filled a void existing in plate buckling analysis Author (GRA)

N76-32601# Air Force Flight Dynamics Lab Wright-Patterson AFB Ohio

LOW AND HIGH FREQUENCY AIRCRAFT GUNFIRE VIBRATION PREDICTION AND LABORATORY SIMULATION Final Report, 1 Oct 1972 - 11 Dec 1974

Robert W Sevy and Elbert E Ruddell Dec 1975 219 p refs (AF Proj 329A)

(AD-A023619 AFFDL-TR-74 123) Avail NTIS CSCL 20/11 This study describes in-house efforts with two primary objectives (1) Generation of a gunfire-induced vibration prediction model that defines the equipment vibration spectrum in terms of four low frequency sinusoidals superimposed on a high frequency random vibration field and (2) Synthesis of an economic laboratory test method by which the spectral characteristics of the prediction model are simulated. In the process a flexible prediction function is introduced to the technology as a plomising vehicle through which more accurate and realistic vibration fields might be predicted and portrayed in the future A gunblast power model is invoked from previous work that relates vibration magnitude and spectral character of the aircraft structural response to the gun power parameters and the distance separating the equipment from the gun muzzles. The test method development necessitated modification of existing commercial vibration equipment resulting in general improvement of the vibration system as a whole. The prediction technique and test method developed in this program is being integrated into MIL-STD-810C and will appear as Method 5192 GRA

N76-32971\*# Bolt Beranek and Newman Inc Cambridge

DATA ANALYSIS AND NOISE PREDICTION FOR THE QF-1B EXPERIMENTAL FAN STAGE

D B Bliss K L Chandiramani and A G Piersol Aug 1976 118 p refs

(Contract NAS3-19426)

(NASA-CR-135066 BBN-3338) Avail NTIS HC \$5.50 CSCL 20A

The results of a fan noise data analysis and prediction effort using experimental data obtained from tests on the QF-1B research fan are described Surface pressure measurements were made with flush mounted sensors installed on selected rotor blades and stator vanes and noise measurements were made by microphones located at the far field Power spectral density analysis time history studies and calculation of coherence functions were made. The emphasis of these studies was on the characteristics of tones in the spectra. The amplitude behavior of spectral tones was found to have a large often predominant random component suggesting that turbulent processes play an important role in the generation of tonal as well as broadband noise Inputs from the data analysis were used in a prediction method which assumes that acoustic dipoles produced by unsteady blade and van forces are the important source of fan noise.

N76-32972\*# Boeing Commercial Airplane Co Seattle Wash STATIC AND WIND TUNNEL NEAR-FIELD/FAR-FIELD JET NOISE MEASUREMENTS FROM MODEL SCALE SINGLE-FLOW BASELINE AND SUPPRESSOR NOZZLES VOLUME 1 NOISE SOURCE LOCATIONS AND EXTRAPOLATION OF STATIC FREE-FIELD JET NOISE DATA

C L Jaeck Sep 1976 184 p refs

(Contract NAS2-8213)

(NASA-CR-137913 D6-44121-1-Vol-1) Avail NTIS HC \$7 50 CSCL 20A

N76-32973\*# National Aeronautics and Space Administration Flight Research Center Edwards Calif

MEASURED NOISE REDUCTIONS RESULTING FROM MODIFIED APPROACH PROCEDURES FOR BUSINESS JET AIRCRAFT

Frank W Burcham Jr Terrill W Putnam Paul L Lasagna and O Owen Parish Nov 1975 31 p refs

(NASA-TM-X-56037) Avail NTIS HC \$4 00 CSCL 20A

Five business jet airplanes were flown to determine the noise reductions that result from the use of modified approach procedures The airplanes tested were a Gulfstream 2 JetStar Hawker Siddeley 125-400 Sabreliner-60 and LearJet-24 Noise measurements were made 3 5 and 7 nautical miles from the touchdown point. In addition to a standard 3 deg glide slope approach a 4 deg glide slope approach a 3 deg glide slope approach in a low-drag configuration and a two-segment approach were flown It was found that the 4 deg approach was about 4 EPNdB quieter than the standard 3 deg approach. Noise reductions for the low-drag 3 deg approach varied widely among the airplanes tested with an average of 8.5 EPNdB on a fleet-weighted basis. The two-segment approach resulted in noise reductions of 7 to 8 EPNdB at 3 and 5 nautical miles from touchdown but only 3 EPNdB at 7 nautical miles from touchdown when the airplanes were still in level flight prior to glide slope intercept. Pilot ratings showed progressively increasing workload for the 4 deg low-drag 3 deg and two-segment approaches

Author

N76-32974\*# United Technologies Research Center East Hartford Conn

ACOUSTIC RADIATION AND SURFACE PRESSURE CHARACTERISTICS OF AN AIRFOIL DUE TO INCIDENT TURBULENCE Final Report Robert W Paterson Washington NASA Sep 1976 106 p refs

(Contract NAS1-13823)

(NASA-CR-2733) Avail NTIS HC \$5 50 CSCL 20A

A theoretical and experimental investigation of the noise and unsteady surface pressure characteristics of an isolated airfoil in a uniform mean velocity homogeneous nearly-isotropic turbulence field was conducted. Wind tunnel experiments were performed with a 23 cm chord two dimensional NACA 0012 airfoil over a free stream Mach number range of 0.1 to 0.5 Far-field noise spectra and directivity were measured in an anechoic chamber that surrounded the tunnel open jet test section. Spanwise and chordwise distribution of unsteady airfoil surface pressure spectra and surface pressure cross-spectra were obtained Incident turbulence intensities length scales spectra and spanwise cross-spectra required in the calculation of far-field noise and surface pressure characteristics were also measured.

N76-33131# Committee on Science and Technology (U S

House

THE FUTURE OF AVIATION, VOLUME 1

Washington GPO 1976 110 p refs Rept for Comm on Sci and Technol 94th Congr., 2d Sess Oct 1976 (GPO-72-600) Avail SOD HC \$1.40

A number of findings and recommendations relative to the future of the aviation industry in the United States are presented These are primarily focussed on the following points oriented on the need to (1) maintain the U.S. preeminence in aeronautics (2) set-up a national civil R and D policy (3) restructure and reorient government sponsored R and D and demonstration programs and activities with those related to other modes of transportation (4) accelerate application of new technology (5) expand federally-sponsored civil R and D and demonstration efforts to compensate for reduced military fall-out (6) improve ability of US air carriers to purchase new equipment, (7) have the Department of Transportation act as a focus for civil aviation R and D (8) setting-up a strong centralized policy-level authority (9) assist the U.S. aircraft industry in developing new generation aircraft (10) reduce the recent emphasis on joint ventures with foreign manufacturers through some form of government assistance (11) increase operating efficiency of aircraft

N76-33132# Committee on Science and Technology (U S House)

THE FUTURE OF AVIATION, VOLUME 2

Washington GPO 1976 105 p refs Compilation of papers for Comm on Sci and Technol 94th Congr 2d Sess, Oct 1976

(GPO-77-667) Avail SOD HC \$1 35

A number of papers intended to support. The future of aviation Volume 1 are presented. These deal with the organization for aviation and a description of the R & D facilities of FAA and NASA.

YJA

N76-33133\*# National Aeronautics and Space Administration Langley Research Center Langley Station Va

EXPERIMENTAL EFFECTS OF FUSELAGE CAMBER ON LONGITUDINAL AERODYNAMIC CHARACTERISTICS OF A SERIES OF WING-FUSELAGE CONFIGURATIONS AT A MACH NUMBER OF 141

Samuel M Dollyhigh Odell A Morris and Mary S Adams Washington Oct 1976 27 p refs

(NASA-TM-X-3411 L-10847) Avail NTIS HC \$4.00 CSCL

An experimental investigation was conducted to evaluate a method for the integration of a fighter-type fuselage with a theoretical wing to preserve desirable wing aerodynamic characteristics for efficient maneuvering. The investigation was conducted by using semispan wing fuselage models mounted on a splitter plate. The models were tested through an angle of attack range at a Mach number of 1.41. The wing had a leading edge sweep angle of 50 deg and an aspect ratio of 2.76, the wing camber surface was designed for minimum drag due to lift and was to be self trimming at a lift coefficient of 0.2 and at a Mach number of 1.40. A series of five fuselages of various camber was tested on the wing.

N76-33134\*# National Aeronautics and Space Administration Langley Research Center Langley Station Va

PASSENGER RIDE COMFORT TECHNOLOGY FOR TRANS-PORT AIRCRAFT SITUATIONS

William Conner and Ira D Jacobson Oct 1976 24 p refs (NASA-TM-X-73953) Avail NTIS HC \$3.50 CSCL 05E

Research in ride comfort and of the resultant technology is overviewed Several useful relations derived from the technology are input environments to the vehicle aircraft operations and aircraft configurations. Input environments which influence the ride motion environment consist of naturally occuring phenomena such as gusts or turbulence and man generated phenomena such as trailing vortex wakes or runway roughness Aircraft operations influence ride environments in the form of motions caused by maneuvers of pressure changes caused by rapid descents or of too high temperature Aircraft configurations influence the ride environment by size and shape of external surfaces which generate aerodynamic perturbing forces by onboard equipment such as power plant noise and vibrations and by passive equipment which directly interfaces the passengers such as marginal size seats with limited elbowroom and legroom

# N76-33136\*# Scientific Translation Service Santa Barbara Calif A CRITIQUE OF TRANSONIC AEROFOIL TESTING TECHNIQUES

M Bazin R Bernard-Guelle and J Ponteziere Washington NASA 26 Oct 1976 49 p refs Transl into ENGLISH from Aeronaut Astronaut (Paris) no 31 1971 p 69-76 and no 32 1971 p 41-52 Presented at the 7th Appl Aerodynamic Colloq of the AFITAE Lyon France 4-5 Nov 1970 (Contract NASw-2791)

(NASA-TT-F-17251) Avail NTIS HC \$4 00 CSCL 01A

Research on new transonic airfoil sections in two dimensional wind tunnel flow is being reported. The Modane set-up is harnessed to industrial uses. It is suited for tests on large scale models over an extensive Reynolds number range. Experiments on helicopter blade members of equal chord with the rotor blades tested in the S1MA tunnel provided a basis for comparison of two dimensional flow and rotor. The R1 tunnel was the scene of systematic investigations into wall interactions as the key to a full knowledge of the aerodynamic coefficients. The first results suggest some correctives to testing conditions in this wind tunnel.

N76-33143\*# National Aeronautics and Space Administration Langley Research Center Langley Station Va

THEORETICAL AND EXPERIMENTAL STUDY OF TWISTED AND CAMBERED DELTA WINGS DESIGNED FOR A MACH NUMBER OF 3.5

Russell B Sorrells III and Emma Jean Landrum Washington Aug 1976 238 p

(NASA-TN-D-8247 1-10823) Avail NTIS HC 58 00 CSCL 01A

Data are provided for the evaluation of the aerodynamic performance of a series of twisted and cambered delta wings designed for a Mach number of 3.5. Systematic force and pressure data are also presented for comparison with theory. Force tests were made at Mach numbers of 2.3 3.0 3.5 4.0 and 4.6. Design lift coefficients of 0.0 and 0.1 were employed on the 55 deg and 68 deg sweep wings and design lift coefficients of 0.0 0.05 and 0.1 were employed on the 76 deg sweep wings Pressure tests were conducted on the 55 deg and 76 deg sweep flat wings and on the 0.1 design lift coefficient 76 deg sweep wing. The results indicate that for the sweep angles tested an increase in the zero lift pitching moment coefficient is the primary benefit of twist and camber at a Mach number of 3.5. Comparison of the experimental results with results obtained from several lift theories indicates that the Carlson Middleton linear theory method gave the best overall agreement. The pressure data indicate however that there is a cancellation of error at high angle of attack where the lower surface pressures are significantly underpredicted over the inboard region of the wing and where the upper and lower surface pressures are overpredicted over the outboard region of the wing Author

N76-33149# Royal Aircraft Establishment, Farnborough (England) Structures Dept

MEASUREMENTS IN LOW-SPEED FLOW OF UNSTEADY PRESSURE DISTRIBUTIONS ON A RECTANGULAR WING WITH AN OSCILLATING CONTROL SURFACE

D A Drane London Aeron Res Council 1976 45 p refs Supersedes RAE-TR-70182 RAE-TR-71113 ARC-33080 ARC-33515

(ARC-R/M-3763 RAE-TR-70182 RAE-TR-71113 ARC-33080 ARC-33515) Avail NTIS HC\$4 00 HMSO  $\pounds$  3 50 PHI

An experiment made jointly by an Anglo-French team to determine unsteady pressure distributions and forces on a low speed ratio wing with an oscillating control surface is described. Two series of tests were made in the RAE 5-ft-low-speed wind tunnel at frequency parameters between 0.73 and 8.45. The pressure measuring installations were of two types one consisted of a number of individual transducers the other employed a series of tubes connected to a single transducer via a pressure switch. The results were compared with calculations based on methods developed at RAE and ONERA. The tests showed that the measuring systems provided results which were in themselves consistent there were however disparities between upper and lower surface oscillatory pressure distributions which made comparisons between theory and experiment difficult.

Author (ESA)

N76 33150# British Aircra't Corp London (England)
EVALUATION OF PRESSURE DISTRIBUTIONS ON THIN
WINGS WITH DISTORTED CONTROL SURFACES OSCILLATING HARMONICALLY IN LINEARISED, COMPRESSIBLE,
SUBSONIC FLOW PART 1 DETAILS OF THE PRESSURE
DISTRIBUTIONS, AND A SET OF NUMERICAL RESULTS

INCLUDING COMPARISONS WITH EXPERIMENT
W R Marchbank Aeron Res Council 1976 77 p refs
Supersedes ARC-35831

(ARC R/M-3783 ARC-35831) Avail NTIS HC \$500 HMSO £450 PHI

Details of a method which allows the calculation of converged pressure distributions are presented. The local loading solutions, which were developed from the original work of Landhal were used to extract the discontinuous part of the boundary conditions associated with oscillating control surfaces. The resulting regularized problem was then solved using a lifting surface collocation procedure giving together with the local solutions the required pressure distribution. Results using the current theory for a rectangular wing and two swept tapered wings are compared with experiment and other theoretical methods, including the long established equivalent modes' technique.

N76-33154# Martin Marietta Aerospace Orlando Fla AERODYNAMIC METHODOLOGY BODIES WITH TAILS AT ARBITRARY ROLL ANGLES (TRANSONIC AND SUPERSONIC) Final Report

Gennaro F Alello Apr 1976 282 p refs (Contract DAAH01-74-C-0621) (AD-A023425, OR-14145) Avail NTIS CSCL 20/4

Development and use of empirical methods to predict aerodynamic characteristics of missile body-tail configurations are described. Methods cover the Mach number range of 0.6 to 3.0 Prediction methods cover the individual body and tail bend characteristics over the angle of attack range from 0 to 180 degrees. For body-tail configurations at arbitrary roll angles the applicable angle of attack range is 0 to 45 degrees. All mutual interference effects are accounted for allowing accurate prediction of forces and center of pressure.

N76-33158# Rockwell International Science Center Thousand Oaks Calif

WAVE INTERACTIONS IN TRANSONIC AND HYPERSONIC FLOW Final Scientific Report, 1 Dec 1970 - 30 Nov 1975 Norman D Malmuth Jan 1976 12 p refs

(Contract F44620-71-C-0021)

(AD-A023189 SC506 8FR AFOSR-76-0040TR SR-1) Avail NTIS CSCL 20/4

Studies in the transonic and hypersonic regime of nonlinear flows are summarized. In the approximation of weak threedimensionality area rules have been developed which predict aerodynamic efficiencies of flat top conical wingbody combinations consisting of conically subsonic conical bodies mounted on the windward side of hypersonic delta wings. Investigations of the pressure fields and shock waves over these combinations are discussed from the stand-point of cross-flow stagnation singularities. The generalization of these results to non-conical supersonic conical bodies is also indicated. For the former an extended area rule has been derived indicating that the increment in lift due to body addition depends on an area progressing at successive reflection of a two-dimensional disturbance emanating from the body with the shock Upper bounds for L/D benefits and optimum fuselage shaping are indicated. In the case of conically supersonic conical bodies the subcritical area rule is demonstrated to remain valid. Pressure fields for this class of configurations reveal a wave train structure. The reflection coefficients intensity and number of reflections are quantified in terms of the supercriticality of the secondary leading edge For the aspect of the research dealing with transonic flow asymptotic results for the far field derived for supercritical jet flaps subject to solid tunnel wall interference are also discussed Author (GRA)

N76-33161# Air Force Inst of Tech Wright-Patterson AFB Ohio School of Engineering

A WIND TUNNEL STUDY OF THE EFFECTS OF TRAILING EDGE MODIFICATIONS ON THE LIFT-DRAG RATIO OF A CIRCULATION CONTROLLED AIRFOIL MS Thesis

Vayl S Oxford Dec 1975 68 p refs

(AD-A023356 GAE/AE/75D-16) Avail NTIS CSCL 01/1

Wind tunnel tests were conducted to determine the effects of trailing edge modifications on the lift-to-drag ratio of a circulation controlled airfoil. The model was a 20 percent thick five percent cambered elliptical airfoil. The airfoil was modified in aft contour blowing slot position, and blowing angle, A 1.5, inch. splitter plate was mounted at the 99 percent chord for all tests The tests were run at a Reynolds number based on model chord of 741 000 while the angle of attack and blowing rate were varied during each test sequence

N76-33162# Naval Postgraduate School Monterey Calif THE OSCILLATING JET FLAP

Max F Plater 5 Mar 1976 43 p refs Presented at Short Course on High Lift Technol Tennessee Univ Space Inst Tullahoma 1975

(AD-A022768 NPS-57P176031) Avail NTIS CSCL 01/3

This document is the written version of a lecture presented in the 1975 Short Course on High Lift Technology at the University of Tennessee Space Institute

N76-33163# Air Force Inst of Tech Wright-Patterson AFB

AN ANALYTIC AND EXPERIMENTAL STUDY OF THE EFFECTS OF SPLITTER PLATE POSITION ON THE TRAIL-ING EDGE MODIFICATIONS OF A CAMBERED CIRCULA-TION CONTROLLED ELLIPTICAL AIRFOIL M S Thesis

Richard K DeJonckheere Dec 1975 86 p refs (AD-A023354 GAE/AE/75D-12) Avail NTIS CSCL 01/1

Wind tunnel tests were conducted to determine the effects of splitter plate position on trailing edge modifications of a circulation controlled airfoil Analytic studies were conducted to determine the feasibility of using a potential flow computer program to predict the results of the wind tunnel tests. The airfoil model was elliptical in shape 20 percent thick and had five percent camber. It employed a blowing slot for circulation

control and a splitter plate for reduction in mixing losses Modifications included slot positions on the upper surface of 96 and 97 percent chord slot angles of 5 and -33 degrees, circular and elliptic aft contours and splitter plate positions on the lower surface of 99 and 95.3 percent chord. Tests were conducted at a Reynolds number of 740 thousand and blowing momentum coefficients of zero and 0 03

# N76-33165\*# Scientific Translation Service Santa Barbara Calif TECHNOLOGIES FOR THE AIR TRANSPORT OF TOMOR-

P Poisson-Quinton Washington NASA Sep 1976 63 p refs Transl into ENGLISH of French Rept ONERA TP-1975 62 1975

(Contract NASw-2791)

(NASA-TT-F-17177) Avail NTIS HC \$450 CSCL 01C

A review of technologies essential to the future cost effective development and implementation of large transport aircraft is presented Emphasis is placed upon the importance of improved methods of design optimization and qualification testing including ground and flight simulation techniques. Progress in optimization of lift-drag ratios through reduction of transonic drag skin friction drag induced drag wave drag and casing/motor interference drag is discussed. The task of developing turbofan engines to meet requirements for economical operation while minimizing noise by use of acoustic insulation and appropriate flight procedures is described. The application of new construction techniques and the use of composites to reduce construction and maintenance costs are considered together with advancements in systems integration and avionics

N76-33167# National Transportation Safety Board Washington Bureau of Aviation Safety

BRIEFS OF ACCIDENTS INVOLVING TURBINE POWERED AIRCRAFT US GENERAL AVIATION 1974

15 Dec 1975 67 p

PB-250514/7 NTSB-AMM-75-14) Avail NTIS HC \$4.50 CSCL 01B

General aviation turbine powered aircraft accidents occurring in 1974 are reported. Included are 100 accident briefs. 26 of which involved fatal accidents. A brief format of the facts conditions circumstances, and probable cause(s) for each accident are presented Additional statistical information was tabulated by type of accident phase of operation injury index aircraft damage pilot certificate injuries and cause/factor(s)

Author (GRA)

N76-33168# National Transportation Safety Board Washington D.C. Bureau of Aviation Safety

BRIEFS OF ACCIDENTS INVOLVING AERIAL APPLICATION OPERATIONS US GENERAL AVIATION 1974 15 Dec 1975 325 p

(PB-250520/4 NTSB-AMM-75-22) Avail NTIS HC \$9.75 CSCL 01B

The publication contains reports of U.S. general aviation accidents occurring in 1974. The brief format presents the facts conditions circumstances and probable cause(s)/factor(s) for each accident Additional statistical information is tabulated by type of accident phase of operation injury index, aircraft damage, pilot certificate injuries and causal/factor(s) GRA

N76-33169# National Transportation Safety Board, Washington D C Bureau of Aviation Safety

BRIEFS OF ACCIDENTS INVOLVING MISSING AND MISSING LATER RECOVERED AIRCRAFT US GENERAL **AVIATION 1974** 

15 Dec 1975 106 p

(PB-250516/2 NTSB-AMM-75-18) Avail NTIS HC \$5.50 CSCL 01B

For abstract, see N76-33168

N76-33170# National Transportation Safety Board, Washington D.C. Bureau of Aviation Safety

BRIEFS OF ACCIDENTS INVOLVING AMATEUR/HOME **BUILT AIRCRAFT US GENERAL AVIATION 1974** 

15 Dec 1975 84 p

(PB-250517/0, NTSB-AMM-75-20) Avail NTIS HC \$5 00 CSCL 01B

For abstract see N76-33168

N76-33171# National Transportation Safety Board Washington D.C. Bureau of Aviation Safety

BRIEFS OF ACCIDENTS INVOLVING AIR TAXI OPERA-**TIONS US GENERAL AVIATION 1974** 

15 Dec 1975 122 p refs (PB-250518/8 NTSB-AMM-75-21) Avail NTIS HC \$5.50

For abstract see N76-33168

#### N76-33172# Air Force Weapons Lab Kirtland AFB N Mex **EVALUATION OF THE BIRD-AIRCRAFT STRIKE HAZARDS** AT SEYMOUR JOHNSON AFB, NORTH CAROLINA Final Report

John P Nemergut Rutherford C Wooten Jr, and Robert O Collum Mar 1976 40 p refs (AD-A023222 AFWL-TR-75-161) Avail NTIS CSCL 01/2

A serious bird-aircraft strike hazard potential exists at Seymour-Johnson Air Force Base North Carolina The three problem areas involve flight routes to and at the Dare County Gunnery Range the base airdrome, and birds roosting in fixed facilities adjacent to the runways Five National Wildlife Refuges in the area surrounding the gunnery range provide suitable habitat for waterfowl shorebirds and seabirds. Measures to reduce the hazard potential include (1) determination and avoidance of airspace of known waterfowl concentrations, shorebird and seabird activity (2) reducing the attractiveness of environmental features in the airbase environment (3) population reduction within the fixed facilities and (4) dispersal of starlings from the airfield using starling distress calls

#### N76-33173# Air Force Weapons Lab Kirtland AFB, N Mex RADAR INVESTIGATIONS OF THE BAT HAZARD TO HIGH PERFORMANCE AIRCRAFT AT RANDOLPH AFB, TEXAS Final Report

L C Ireland, V A Harris S S Ireland T C Williams, and J M Williams Mar 1976 69 p refs

(AD-A024500 AFWL-TR-75-146) Avail NTIS CSCL 01/2 During the months of April through October Mexican free-tailed bats (Tadarida brasiliensis mexicana) are a major cause of T-38 engine failures at Randolph AFB Texas. The airborne behavior of Tb mexicana emerging from and returning to the Bracken cave near Randolph AFB was observed with both search and height-finding radars. Radar echoes from dense groups of bats covered areas as large as 500 sq km and rose to altitudes of over 3,000 m Evening bat flights appeared to have three distinct phases of development exit from the roost and ascent transition to level flight and dispersal in the dispersal phase the bats usually traveled directly toward Randolph AFB Bat flights may be grouped into three types on the basis of their vertical distribution. One type characterized by flight at low altitude was usually observed on nights when T-38s were damaged A bat avoidance program based on real time radar observations, was initiated at Randolph AFB during the summer of 1971 and continued thru 1974. Since the start of the program, the frequency of strikes has decreased. It appears possible to predict nights when bat strikes are most likely to occur 24 hours in advance. Strobe lights were found to be an ineffective bat deterrent GRA

#### N76-33186\*# Lockheed-Georgia Co., Marietta TECHNICAL AND ECONOMIC ASSESSMENT OF SPAN-DISTRIBUTED LOADING CARGO AIRCRAFT CONCEPTS

Final Report, 26 Mar - 16 Aug 1976 William M Johnston John C Muehlbauer Roy R Eudaily Ben T Farmer John F Monrath, and Sterling G Thompson Aug 1976 127 p refs

(Contract NAS1-14383) (NASA-CR-145034 LG76ER0013) Avail NTIS HC \$6 00 CSCL

A 700,000 kg (1 540 000-lb) aircraft with a cruise Mach number of 0.75 was found to be optimum for the specified mission parameters of a 272 155-kg (600 000-lb) payload a 5560-km (3000-n mi) range, and an annual productivity of 113 billion revenue-ton km (67 billion revenue-ton n mi) The optimum 1990 technology level spanloader aircraft exhibited the minimum 15-year life-cycle costs direct operating costs, and fuel consumption of all candidate versions. Parametric variations of wing sweep angle, thickness ratio rows of cargo, and cargo density were investigated. The optimum aircraft had two parallel rows of 244 x 244-m (8 x 8-ft) containerized cargo with a density of 160 kg/cu m (10 lb/ft 3) carried throughout the entire 101-m (331-ft) span of the constant chord, 22-percent thick, supercritical wing Additional containers or outsized equipment were carried in the 24.4-m (80-ft) long fuselage compartment preceding the wing Six 284 000-N (64 000-lb) thrust engines were mounted beneath the 07-rad (40-deg) swept wing Flight control was provided by a 36 6-m (120-ft) span canard surface mounted atop the forward fuselage by rudders on the wingtip verticals and by outboard wing flaperons. Author

N76-33187# National Aviation Facilities Experimental Center Atlantic City, NJ

ABBREVIATED FULL-SCALE FLIGHT TEST INVESTIGATION OF THE LOCKHEED L1011 TRAILING VORTEX SYSTEM USING TOWER FLY-BY TECHNIQUE Final Report, Jun 1972

Leo J Garodz May 1976 220 p refs (AD-A028095/8, FAA NA-75-14 FAA-AFS-1-76-2) Avail NTIS HC \$8 00 CSCL 01/3

A brief flight test program was conducted to investigate the time-history characteristics of the vortex system of a Lockheed L1011 airplane in terminal area-type operations using a 140-foot high instrumented tower. Vortex rotational flow velocities were measured by hot-film anemometers vortex flow visualization--as outlined by tower-mounted smoke grenades--was documented and meteorological data were recorded. The test results showed that (1) the L1011 vortex system was more persistent and intense than that of other heavy jet transport (300 000 lb) aircraft (2) vortex dissipation was due primarily to vortex breakdown (bursting) (3) vortex core diameters were on the average about 5 4, and 2 feet in diameter for the landing approach and takeoff configurations, respectively (4) peak recorded tangential velocities were 126 135, and 224 feet per second for these same respective configurations (5) vortex lateral movement in-ground effect was approximately (pi/6 6)b above ground level and (6) average vortex descent velocities approached 6 feet per second out of ground effect

#### N76-33188# Committee on Appropriations (U.S. Senate) F-18 NAVY AIR COMBAT FIGHTER

Washington GPO 1975 111 p Hearings on HR 9861 before a subcomm of the Comm on Appropriations 94th Congr 1st Sess, 21 Oct 1975

(GPO-60-913) Avail Comm on Appropriations

The controversy surrounding the selection of the F-18 is discussed along with a cost estimate for the F-18 the lack of commonality with the Air Force F-16, and the capability of the F-18 vis-a-vis the F-14

N76-33189\*# National Aeronautics and Space Administration Langley Research Center Langley Station, Va

A SEAT CUSHION TO PROVIDE REALISTIC ACCELERA-TION CUES FOR AIRCRAFT SIMULATORS
Billy R Ashworth Sep 1976 22 p refs

(NASA-TM-X-73954) Avail NTIS HC \$3 50 CSCL 14B

A seat cushion to provide acceleration cues for aircraft simulator pilots was built, performance tested and evaluated The four cell seat using a thin air cushion with highly responsive pressure control, attempts to reproduce the same events which occur in an aircraft seat under acceleration loading. The pressure controller provides seat cushion responses which are considered adequate for current high performance aircraft simulations. The initial tests of the seat cushions have resulted in excellent pilot opinion of the cushion's ability to provide realistic and useful cues to the simulator pilot

N76-33190\*# National Aeronautics and Space Administration Ames Research Center, Moffett Field, Calif

STUDY OF A VERY LOW COST AIR COMBAT MANEUVER-ING TRAINER AIRCRAFT

Gary C Hill and Jeffrey V Bowles Aug 1976 29 p refs (NASA-TM-X-73162 A-6724) Avail NTIS HC \$4 00 CSCL

A very low cost aircraft for performing Air Combat Maneuvering (ACM) training was studied using the BD-5J sport plane as a point of departure. The installation of a larger engine and increased fuel capacity were required to meet the performance and mission objectives. Reduced wing area increased the simulation of the ACM engagement, and a comparison with current tactical aircraft is presented. Other factors affecting the training transfer are considered analytically, but a flight evaluation is recommended to determine the concept utility

N76-33191# Army Aeromedical Research Lab Fort Rucker

VISIBLE AND NEAR INFRARED SPECTRAL TRANSMIS-SION CHARACTERISTICS OF WINDSCREENS IN ARMY AIRCRAFT Final Report

Wun C Chiou Feb 1976 20 p refs (AD-A022769 USAARL-76-14) Avail NTIS CSCL 01/3

The increasing application of electro-optical devices such as night vision goggles as aids in night flight demands a prerequisite evaluation of the optical quality and the visual detection thresholds of those devices when they operate through the aircraft windscreen. This report presents an analysis of the spectral transmission characteristics from 360 to 1080 nm spectral range of sixteen Army aircraft windscreen samples. The samples were from six fixed wing and seven rotary wing aircraft windscreens

N76-33192# Air Force Inst of Tech Wright-Patterson AFB Ohio School of Engineering

WIND TUNNEL TEST OF A TWIN-ENGINED CANARD CONFIGURATED MINI-REMOTELY PILOTED VEHICLE M S Thesis

Charles D Catoe Sep 1975 98 p refs

(AD-A023359 GAE/AE/75S-10) Avail NTIS CSCL 01/3

Many military applications are being found for small remotely piloted vehicles (Mini-RPVs) Professor Harold C Larsen of the Air Force Institute of Technology (AFIT) has designed one such RPV Under his direction a team of AFIT graduate students have studied and developed his preliminary design. From this design an aircraft has been built and flown. Flights of the original aircraft pointed out the need for larger engines and increased elevator power. The aircraft was redesigned by decreasing wing camber increasing elevator size and replacing the original 12 BHP engines with 2 BHP engines A 1/3 scale wind tunnel model was modified to incorporate these design changes Tests were made in the AFIT five-foot wind tunnel to determine static stability and control characteristics of the modified aircraft. This study included testing of the yaw, pitch, and roll axis characteristics. Limitations of the three component balance in the wind tunnel necessitated testing in each of the individual axes separately

N76-33194# Air Force Flight Dynamics Lab Wright-Patterson

EXPERIMENTAL AND THEORETICAL CONTROL SURFACE CHARACTERISTICS ON LOW ASPECT RATIO DELTA WING VEHICLES AT SUBSONIC MACH NUMBERS Final Report. May 1973 - Feb 1975 ·

Peter R Gord Dec 1975 147 p refs

(AF Proj 1366)

(AD-A023408 AFFDL-TR-75-90) Avail NTIS CSCL 01/3

An experimental study was conducted to determine the characteristics of control surfaces on low aspect ratio delta wings at subsonic Mach numbers. Included were parametric studies

on control surface span chord and position, all of which were shown to have a significant effect on control surface performance Comparisons were made with several low speed theories and it was demonstrated that the vortex lattice theoretical approach provided an effective means of calculating control surface characteristics on both the study models and on several readstic configurations including the X-24B and two early advanced air defense interceptor concepts

N76-33197# Southwest Research Inst San Antonio, Tex ENERGY-ABSORBING MATERIALS FOR IMPROVING HELICOPTER CRASHWORTHINESS Final Report

C E Kimball and R C DeHart Mar 1976 25 p ref (Contract N00014-70-C-0265, SwRI Proj 03-2801) (AD-A023006) Avail NTIS CSCL 01/3

The purpose of the program was to identify materials which were not only suitable for structural components but were capable of absorbing energy at acceptable deceleration levels in a crash environment. After review of available materials for their energy absorption capability five candidate materials were selected and a test program initiated to demonstrate their attenuation properties Those selected were three types of honeycomb, a rigid foam and a flexible foam

N76-33199# General Dynamics/Fort Worth Tex INTEGRATION OF HYBRID STRUCTURE INTO LOW-COST AIRCRAFT DESIGN RATIONALE AND METHODOLOGY Final Report, 1 Dec 1974 - 30 Jun 1975

T E Brents and J H Bridges Wright-Patterson AFB Ohio AFFDL Dec 1975 350 p refs

(Contract F33615-75-C-3029 AF Proj. 1207)

(AD-A023416 AFFDL-TR-75-124) Avail NTIS CSCL 01/3

This report contains the rationale and methodology for using a blend of advanced metallics and advanced composites in the design of low-cost low-weight aircraft A systems engineering approach is developed via an example using a previously designed fighter aircraft as a baseline. The criteria for improvement is low life-cycle-costs for derivatives of the baseline aircraft that meet the specific performance measures. The rationale and methodology displayed pertains to the use of structural materials and associated manufacturing processes for airframe construction. The emphasis is on cost related decisions made during the conceptual design phase This report contains a description of the salient properties of materials typical material applications and a description of the manufacturing processes associated with the materials. The rationale and methodologies described can be used for conceptual design of all types of aircraft. The specific results obtained are indicative of the value of advanced metallics and advanced composites. From a cost viewpoint it is concluded that research and development of both advanced metallics and advanced composites should be continued Author (GRA)

N76-33200# Textron Inc Buffalo NY Bell Aerospace Div TESTS OF THE BELL AEROSPACE LA-4 ACLS FITTED WITH SUCTION BRAKING AND PREDICTIONS FOR OTHER

AIRCRAFT Final Report, Jan - May 1975 T D Earl C L Stauffer and C E Satterlee Nov 1975 54 p refs

(Contract F33615-75 C-3038)

(AD-A023850 AFFDL-TR-75-135) Avail NTIS CSCL 01/2

A test program was conducted by Textron's Bell Aerospace Company using their air cushion landing system (ACLS) equipped Lake LA-4 aircraft to investigate the potential of a suction braking ACLS subsystem. The new braking subsystem was tried on dry and wet runway and rough grass. Deceleration up to 0.5g was recorded with the suction flow available. The potential of a developed system applied to a cushion planform designed to utilize suction braking exceeds this range, and the report predicts effective potential application to the C-130 Jindivik and XC-8A

N76-33201# Boeing Vertoi Co Philadelphia Pa ADVANCED HELICOPTER STRUCTURAL DESIGN INVES-TIGATION VOLUME 2 DESIGN APPLICATION STUDY FOR FREE PLANET TRANSMISSIONS Final Report, Jun 1974 - May 1975

John C Mack a.id William Rumberger Mar 1976 81 p refs (Contract DAAJ02-74-C-0066 DA Proj 1F2-62208-AH-90) (AD-A024478 D210-10965-2 USAAMDRL-TR-75-568-Vol-2) Avail NTIS CSCL 01/3

The free planet gear drive was applied to the requirements of the Medium-Range Utility Transport Helicopter Design studies showed potential advantages for the free planet drive as compared to conventional planetary systems used hitherto. Recommendations were made that existing free planet hardware be further tested to better define load-carrying capability and system reliability.

Author (GRA)

N76-33202# General Dynamics/Convair San Diego, Calif DEVELOPMENT OF PREDICTION TECHNIQUES FOR AERODYNAMIC LOADS ACTING ON EXTERNAL STORES Final Report

Maurice B Sullivan Nov 1975 333 p refs

(Contract F33615-73-C-3011 AF Proj 1367) (AD-A021435 AFFDL-TR-73-126) Avail NTIS CSCL 01/1

A preliminary design technique for the prediction of aerodynamic loads acting on external stores has been established through an empirical correlation of wind tunnel results obtained on a scale model of the F-111 Approximately 30 000 engineering data points were surveyed for various combinations of external stores. These data originally stored on magnetic tape were transferred to CDC 6600 disk packs. This was done to reduce the amount of computer run time required to collect the desired samples of data. For this study, correlations were performed of each aerodynamic component of load or moment acting on a particular store grouping as a function of various geometry parameters. The work was accomplished primarily through the

trial and error calculations an equation composed of various key geometry parameters was generated. The equations obtained for the numerical programs predict normal force side force pitching moment yawing moment and rolling moment for various external store arrangements.

utilization of numerical programs in which, through a series of

N76-33206\*# National Aeronautics and Space Administration Lewis Research Center Cleveland Ohio EFFECTS OF LONG-CHORD ACOUSTICALLY TREATED

EFFECTS OF LONG-CHORD ACOUSTICALLY TREATED STATOR VANES ON FAN NOISE 2 EFFECT OF ACOUSTICAL TREATMENT

James H Dittmar, James N Scott Bruce R Leonard and Edward G Stakolich Washington Oct 1976 99 p refs (NASA-TN-D-8250 E-8736) Avail NTIS HC \$5.00 CSCL 21E

A set of long chord stator vanes was designed to replace the vanes in an existing fan stage. The long chord stator vanes consisted of a turning section and axial extension pieces cll of which incorporated acoustic damping material. The long chord stator vanes were tested in two lengths, with the long version giving more noise reduction than the short primarily because of the additional lining material. The noise reduction achieved with the acoustically treated long chord stator vanes was compared with the reduction achieved by an acoustically treated exhaust splitter. The long chord stator was at least as good as the splitter as a method for incorporating acoustic lining material. In addition comparing an acoustic three ring inlet and an acoustic wall-only inlet discloses that the wall-only inlet could be used in an engine where the noise reduction requirements are not too stringent.

N76-33207\*# Scientific Translation Service Santa Barbara, Calif CHOICE OF COMPRESSOR PRESSURE RATIO OF SMALL GAS TURBINES PLACED IN A BYPASS ENGINE DUCT B D Fishbeyn Washington NASA Oct 1976 13 p refs Tarsi into ENGLISH from Izvestiya vysshikh uchebnykh zavedeniy, aviatsionnaya tekhnika (USSR) no 1 Jan 1966 p 78-85

(Contract NASw-2791)

(NASA-TT-F-17280) Avail NTIS HC \$3 50 CSCL 21E

The bypass engine scheme with small gas turbine was studied It is found that a two duct engine with small gas turbine in the outer duct increases the thrust of ordinary bypass engines up to Mach numbers of 2.8

N76-33208\*# General Applied Science Labs Inc Westbury

EFFECT OF INLET TEMPERATURE AND PRESSURE ON EMISSIONS FROM A PREMIXING GAS TURBINE PRIMARY ZONE COMBUSTOR Final Report

Gerald Roffe Washington NASA Sep 1976 48 p refs (Contract NAS3-18563)

(NASA-CR-2740 GASL-TR-227) Avail NTIS HC \$4 00 CSCL 21E

Experiments were conducted to determine the performance of a premixing prevaporizing gas turbine primary zone combustor design over a range of combustor inlet temperatures from 700 to 1000 K and a range of inlet pressures from 40 to 240 N/sq cm The 1 meter long combustor could be operated at pressures up to and including 120 N/sq cm without autoignition in the premixing duct or flashback from the stabilized combustion Autoignition occurred in the mixer tube at the 240 N/sg cm pressure level with an entrance temperature of 830 K and a mixer residence time of 4 msec. Measured NOx level combustion inefficiency, and hydrocarbon emission index correlated well with adiabatic flame temperature. The NOx levels varied from approximately 0.2 to 2.0 g NO2/kg fuel at combustion inefficiencies from 4 to 0.04 percent, depending upon adiabatic flame temperature and pressure. Measured NOx levels were sensitive to pressure. Tests were made at equivalence ratios. ranging from 0.35 to 0.65. The overall total pressure drop for the configuration varied slightly with reference velocity and equivalence ratio but never exceeded 3 percent

N76-33209# AIResearch Mfg Co., Phoenix Ariz
DETERMINATION OF EFFECTS OF AMBIENT CONDITIONS
ON AIRCRAFT ENGINE EMISSIONS ENGINE TESTING
VOLUME 1 GTCP 85 APU, TPE 331 TURBOPROP Final
Report, 20 Dec 1974 - 20 Dec 1975
Gerrick A Slogar Mar 1976 182 p 2 Vol

(Contract EPA-68-03-2156)

(PB-252825/5 Rept-75-311636-1

EPA-460/3-76-009-a-Vol-1) Avail NTIS HC \$7.50 CSCL 13B

Full scale engine tests were conducted on a GTCP85-98CK auxiliary power unit and a TPE331-251M turboprop engine Exhaust emission of HC CO CO2 NOx and smoke was measured at controlled (temperature humidity, and pressure) engine inlet conditions. The data provide a data base for the determination of the effects of ambient conditions on gas turbine engines.

GRA

N76-33210# AIResearch Mfg Co Phoenix Ariz
DETERMINATION OF EFFECTS OF AMBIENT CONDITIONS
ON AIRCRAFT ENGINE EMISSIONS ENGINE TESTING
VOLUME 2 GTCP 85 APU, TPE 331 TURBOPROP Final
Report, 20 Dec 1974 - 20 Dec 1975

Gerrick A Slogar and R C Holder Mar 1976 301 p refs 2 Vol

(Contract EPA-68-03-2156)

(PB-252826/3 Rept-75-311636-2

EPA-460/3-76-009-b-Vol-2) Avail NTIS HC \$9.75 CSCL 13B

For abstract see N76-33210

N76-33211# Westinghouse Electric Corp Lima Ohio AC POWER CONTROLLERS FOR B-1 FLIGHT TESTS PART 1 DESIGN, DEVELOPMENT, FABRICATION AND TESTING OF HYBRID POWER CONTROLLERS Final Report, Jan 1974 - Sep 1975

W W Billings Sep 1975 148 p refs (Contract F33615-73-C-2082 AF Proj 3145) (AD-A022616 AFAPL-TR-75-68-Pt-1) Avail NTIS CSCL 01/3

Fifty-nine solid state power controllers have been developed fabricated and tested These hybrid devices are rated at 15 A/230 V/400 Hz provide the control-protect-indicate functions are hermetically sealed and are packaged in a flight worthy configuration Significant tests performed are EMI temperature-altitude random vibration and load-life Details on the design assembly, testing and reliability analysis are included in this report In a separate volume is the Radiation Hardening Report Classified Part II Author (GRA)

N76-33212\*# National Aeronautics and Space Administration Langley Research Center Langley Station Va

FLIGHT DATA IDENTIFICATION OF SIX DEGREE-OF-FREEDOM STABILITY AND CONTROL DERIVATIVES OF A LARGE CRANE TYPE HELICOPTER

Robert L Tomaine (USAAMRDL Hampton Va.) Sep. 1976 55 p. refs

(NASA-TM-X-73958) Avail NTIS HC \$450 CSCL 01C

Flight test data from a large crane type helicopter were collected and processed for the purpose of identifying vehicle rigid body stability and control derivatives. The process consisted of using digital and Kalman filtering techniques for state estimation and Extended Kalman filtering for parameter identification utilizing a least squares algorithm for initial derivative and variance estimates Data were processed for indicated airspeeds from 0 m/sec to 152 m/sec Pulse doublet and step control inputs were investigated. Digital filter frequency did not have a major effect on the identification process, while the initial derivative estimates and the estimated variances had an appreciable effect on many derivative estimates. The major derivatives identified agreed fairly well with analytical predictions and engineering experience Doublet control inputs provided better results than pulse or step inputs Author

#### N76-33213\*# Kanner (Leo) Associates Redwood City Calif REALIZATION OF FAILURE DETECTION IN DIGITAL FLIGHT CONTROL SYSTEMS

K D Holle Washington NASA Oct 1976 14 p Transl into ENGLISH of 'Realisierung der Ausfallerkennuns in Digitalen Flugregler Deut Forsch - und Versuchsanstalt fuer Luft- und Ramfahrt E V Ueberlingen 1974 p 1-12 (Contract NASw-2790)

(NASA-TT-F-17277) Avail NTIS HC \$3 50 CSCL 01C

An outline is given of the methods used for failure detection in the Honeywell 316, which is used for flight control in the HFV 320 Hansa-Jet. The circuitry which monitors the redundant subsystems is illustrated, and the way it reacts to malfunctions is described. Methods are shown for monitoring such devices as adders. DACs and ADCs and for monitoring memory Author.

N76-33214# Army Materiel Systems Analysis Agency Aberdeen

Proving Ground, Md
EFFECT OF GUN PULSE ON HELICOPTER ATTITUDES

R R Oehrli Feb 1976 39 p ref

(DA Proj 1R7-65706-M-541)

(AD-A023461 AMSAA-TR-154) Avail NTIS CSCL 01/2

Computer programs have been devised to calculate both steady state pitch attitude and dynamic pitch response to a pulse gun-initiated moment of a typical helicopter. It is shown that for large fixed gun pulses the resulting motions may be difficult to control. A critical condition is the ability to hold position and attitude at hover.

N76-33215# Air Force Inst of Tech Wright-Patterson AFB Ohio School of Engineering

THE INFLUENCE OF ROLL, PITCH, AND YAW RATE PERTURBATIONS ON THE ALPHA-BETA STABILITY ENVELOPE OF THE F-4D AIRCRAFT M S Thesis

Douglas R Withers Jr Jan 1976 108 p refs (AD-A023216) Avail NTIS CSCL 01/1

A study was made of the influence of pitch roll and yaw rate perturbations on an alpha-beta stability envelope of the F-4D aircraft. The nonlinear equations of motion were integrated numerically and the motion analyzed for stability. The stability criteria were adapted from MIL-F-8785B(ASG). Military Specification - Flying Qualities of piloted Airplanes. Equilibrium conditions were perturbed and the stability analyses revealed two characteristic motions. The stable motion was a yaw divergence with a minor roll oscillation. Whereas the unstable motion was a divergence in roll. The aircraft appears to enter a steep rolling dive.

N76-33218# National Aviation Facilities Experimental Center Atlantic City N J

EFFECTIVENESS OF A PILOT GROUND TRAINER AS A PART TASK INSTRUMENT FLIGHT RULES FLIGHT-CHECKING DEVICE STAGE 2 Final Report, Sep. 1974 - Sep. 1975

Robert J Ontiveros Jun 1976 66 p refs

(FAA Proj 184-530-000)

(AD-A026754/2 FAA-NA-75-60 FAA-RD-76-72) Avail NTIS HC \$4 50 CSCL 05/9

The second stage of a two stage experiment was conducted to determine if a pilot ground trainer (PGT) could be used to flight check instrument pilot applicants on instrument approaches in lieu of performing these tasks in an aircraft on their initial instrument flight check. Based on the comparative PGT and aircraft performance scores of a control and experimental group the results of Stage II indicate that an appropriately equipped PGT may be used to flight check instrument pilot applicants on the automatic direction finder very high frequency omni-directional radio range and instrument landing system approaches Equipment and capabilities required for the ground trainer to be effective as a part task flight checking device for accomplishing these tasks are listed Significant differences between PGT and aircraft performance scores are discussed Factors contributing to the performance differences are identi-Author

#### N76-33221\*# Kanner (Leo) Associates Redwood City Calif TWO-DIMENSIONAL AIRFOIL TEST FACILITY IN THE MODANE-AVRIEUX S3 BLOWDOWN WIND TUNNEL

M Bazin Washington NASA Oct 1976 25 p refs Transl into ENGLISH of ONERA Report NT-203 Office Natl d Etudes et de Recherches Aerospatiales Paris Oct 1972 p 1-15 (Contract NASw-2790)

(NASA-TT-F-17253) Avail NTIS HC \$3 50 CSCL 14B

A device for two dimensional airfoil profile testing in the transonic test section of the S3 blowdown wind tunnel was designed and built Airfoils up to 0.3 m chord length were studied by pressure measurements up to 0.95 Mach with stagnation pressure from 1.2 to 4.0 bar. The Reynolds number can be varied up to 15,000,000 at Mach 0.95. The main features of the device are outlined and its various components described, including a 0.78 x 0.56 m test section with horizontal perforated walls rotating supports for angle of attack variations from -35 to +215 deg mobile rake for wake pressure survey and models with wall pressure taps. The method and means for data acquisition are given along with the aerodynamic characteristics of the test device. The visualization methods are described and improvements are suggested.

N76-33328# Air Force Materials Lab Wright-Patterson AFB

MEASUREMENTS OF STRESS CORROSION CRACKS IN ALUMINUM ALLOY DCB SPECIMENS USING AN ULTRA-SONIC PULSE-ECHO TECHNIQUE Final Technical Report, Jan - Jul 1975

Peter J Blau and Walter M Griffith Jan 1976 42 p refs (AF Proj 7351)

(AD-A023185 AFML-TR-75-200) Avail NTIS CSCL 01/3
This program evaluated a non-destructive ultrasonic method for monitoring crack growth rate. Aluminum alloy test specimens were used to calibrate the equipment and to assess the measurement accuracy and reproducibility. Together the optical and ultrasonic techniques could lead to a more accurate assessment of stress corrosion crack growth in aerospace alloys through obtaining a truer picture of interior crack front shapes.

GRA

N76-33228# Stanford Research Inst , Menlo Park Calif ENVIRONMENTALLY COMPATIBLE AIRCRAFT CRASH AND RESCUE TRAINING FACILITIES Final Report, 1976 R S Alger, S B Martin, and A E Lipska 24 Oct 1975 59 p refs

(Contract N60921-75-C-0184)

(AD-A024503 NSWC/WOL/TR-75-205) Avail NTIS CSCL 01/2

With the increasing sophistication of aircraft has come a corresponding increase in payload of weapons fuel and cargo which is reflected in a potential increase in accidents and fires. This report is concerned with development of training facilities and techniques to enhance the capability of firemen in coping with their fires while still maintaining a reasonable level of environmental impact. Training objectives are reviewed and evaluation criteria are discussed. Location and operation of training facilities are analyzed from a cost - effectiveness viewpoint. Three levels of training are described. It is concluded that the essential facilities can be realized within the environmental constraints but additional cost-benefit analysis is recommended.

N76-3332# Advisory Group for Aerospace Research and Development Paris (France)

# THE THEORY, SIGNIFICANCE AND PREVENTION OF CORROSION IN AIRCRAFT

Sep 1976 158 p refs Presented as a lecture series Wright-Patterson AFB Ohio 6-7 Oct 1976 Delft Netherlands 11-12 Oct 1976 Lisbon 14-15 Oct 1976 (AGARD-LS-84) Avail NTIS HC \$6.75

The significance implications and economics of the various types of corrosion in aircraft were discussed as well as the threats and preventive measures for the product life cycle design, material selection construction maintenance and repair inspection and test. The stress is placed on the need for greater application of known preventive methods, greater visibility of the problem expanded engineering education and better practical transfer of knowledge and technology.

N76-3333 Promisel (N E) Silver Spring Md
INTRODUCTION A SURVEY OF THE PROBLEM
N E Promisel In AGARD The Theory, Significance and Prevent
of Corrosion in Aircraft Sep 1976 5 p

The overall situation and perspective of the corrosion problems in aircraft was reviewed. A striking paradox is that despite extensive research and knowledge in the field of corrosion and practical measures to combat it aircraft corrosion damage is still being experienced that annually is costing many millions of dollars as well as indirect penalities such as aborted missions decreased aircraft usage factor and even occassionally safety hazards to aircraft and personnel. It appears that there does not exist an adequate transfer of technology between scientists, engineers designers and users. The cost of corrosion should be determined by looking at a complete life cycle of a total system. Aircraft are subject to practically every type of corrosion pitting intergranular fatigue stress-corrosion cracking crevice bacterial embrittlement fretting galvanic etc. Easy access for in situ inspection should be a prime factor in aircraft design.

A LY

N76-3335 Ohio State Univ , Columbus Dept of Metallurgical Engineering

### **ECONOMICS OF CORROSION**

R W Staehle In AGARD The Theory Significance and Prevent of Corrosion in Aircraft Sep 1976 3 p (For availability see N76-33332 24-26)

The uncertainties related to the problems of defining the real costs of corrosion to military aircraft due to the complete lack of manipulable information were described Various informed but informal estimates suggest that the costs directly associated with corrosion including repair and inspection are at least 25%

of the maintenance costs which are of the order of \$1 5-2 0 billion per year. Some general considerations which should serve as a reasonable basis for improving the understanding of not only corrosion economics but the general problem of maintenance economics are outlined.

N76-33336 Naval Aircraft Materials Lab Fleetlands (England)
CORROSION IN AIRFRAMES, POWER PLANTS AND
ASSOCIATED AIRCRAFT EQUIPMENT

E J Hammersley In AGARD The Theory Significance and Prevent of Corrosion in Aircraft Sep 1976 16 p refs

A review of corrosion problems in airframes power plants, and aircraft equipment primarily found on naval and other aircraft operating in marine environments was presented. The following factors affecting the problem were first discussed exposure (special nature of marine environment), initial standards (choice of materials protection and inspection techniques, maintenance) feedback of information (between engineers designers and users), economics (original cost and operating cost) awareness of the problem (training of users) Specific corrosion problems encountered in the following aircraft components were then described airframe structures (aluminum magnesium ferrous titanium alloys paint protective systems geometric considerations and the use of temporary or supplementary preservatives) engines and aircraft equipment. Some comments on corrosion monitoring were also given YJA

N76-33337 Messerschmitt-Boelkow-Blohm G m b H Munich (West Germany) Aircraft Div

# CORROSION PREVENTION TECHNIQUES, MAINTENANCE AND REPAIR

Karl O Sippel In AGARD The Theory Significance and Prevent of Corrosion in Aircraft Sep 1976 15 p refs

Possibilities which exist to increase the corrosion resistance of aircraft structures mainly involving aluminum alloys were described. Material selection and its treatment application of suitable surface protections and appropriate procedures during assembly were considered. Other materials such as titanium and steel are also taken into consideration. Special attention is drawn to those problems which arise during assembly and result from incompatibility of protective coatings with structural materials or fasteners. Furthermore, a short description of a procedure used to determine inspection intervals by taking corrosive influence into account was given. As corrosion-preventive coatings on surfaces and fasteners are easily damaged simple and inexpensive repair methods obtain great significance in practice. Therefore methods in common practice in today's aircraft maintenance to repair corrosion-preventive coatings are described.

N76-33339 Ohio State Univ Columbus Dept of Metallurgical Engineering

#### **DESIGNING FOR CORROSION PREVENTION**

R W Staehle In AGARD The Theory Significance and Prevent of Corrosion in Aircraft Sep 1976 26 p refs

Approaches that may be used in aircraft design to prevent or minimize in general corrosion were discussed. These include (1) simple preventive ideas such as avoiding chlorides high surface stresses hydrogen in metals etc. (2) point of view that aircraft must be designed on the basis of cyclic loading or fatigue (3) the life cycle costs (capital and maintenance) must be kept as low as possible without compromising safety reliability or availability. (4) compromise must be made between the use of high strength light weight heterogeneous material systems and the chemical or mechanical instability of all engineering materials with resulting problems of accelerated corrosion due to intimate juxtaposition. Applications were made to the B-1 program and to various alloys.

N76-33340 Advisory Group for Aerospace Research and Development Paris (France)

PREVENTION AND COMBAT OF CORROSION IN AIR-CRAFT STRUCTURES, BIBLIOGRAPHY

In its The Theory Significance and Prevent of Corrosion in Aircraft Sep. 1976  $\,$  34 p. refs

A bibliography with abstracts dealing with aircraft corrosion was presented. The following areas were covered high temperature corrosion, erosion and cavitation manufacturing processes non-destructive testing and inspection failure analysis fracture.

fatigue and stress corrosion cracking, wear general and galvanic corrosion exfoliation localized corrosion coatings surface finish and plating, power generation fuels and combustion materials selection, testing and evaluation

Author

N76-33388# Singer Co Sunnyvale Calif Simulation Products

SIMPLIFIED RADAR AZIMUTH BEAMSPREAD STUDY Final Report, 10 May - 19 Dec 1975

David Windsor 19 Dec 1975 58 p (Contract F33657-73-C-0692 AF Proj 1183)

(Contract F33657-73-C-0692 AF Proj 1183) (AD-A022618 UC-7256) Avail NTIS CSCL 17/9

This report describes a study for a simplified beamspread simulation for use in digital radar landmass simulators. Four new beamspread algorithms are presented which require less memory and computing hardware than those found in currently available systems. Computer-generated photographs are included to give a direct visual comparison of the effects of the new algorithms with the effects of the beamspread algorithm in the F-4F DRLMS.

Author (GRA)

N76-33398# Armament Development and Test Center Eglin AFB, Fla

RAT SCAT EVALUATION OF COMMERCIALLY AVAILABLE RADAR ABSORBING MATERIALS, VOLUME 1 Final Report

William OHara Mar 1976 229 p refs (AD-A024469 ADTC-TR-76-23-Vol-1) Avail NTIS CSCL 17/4

This report summarizes performance evaluation tests on a variety of commercially available thin flexible sheet type radar absorber materials including both resonant and non-resonant types A corner reflector test technique was used which allowed test and evaluation of the absorber at both normal incidence and grazing angles out to ninety (90) degrees. Fourteen types of RAM were tested at frequencies near 11, 13 17 and 35 GHz The higher frequency data and off-normal incidence data in this report are often unavailable in RAM manufacturers literature RAM types tested include FGM-40 ANW-73 ANP-74XP AN-73 AN-72 AN-75 ANP-73 NRL-2764B SF-14 GRAM-52 and NR-95 This report provides reproductions of the data runs taken and 5 degree median plots of each run. The measurement configurations and parameters for each cut are identified on each pattern with an overall summary chart included in the main body of the report GRA

N76-33526\*# National Aeronautics and Space Administration Lewis Research Center Cleveland Ohio

INSPECTION OF COMPOSITES USING A COMPUTER-BASED REAL-TIME RADIOGRAPHIC FACILITY

Ernest Roberts Jr and Alex Vary 1976 12 p refs Presented at the 2d Conf on Automated Inspection and Product Control Chicago 19-21 Oct 1976

(NASA-TM-X-73504) Avail NTIS HC \$3 50 CSCL 14D

A radiographic inspection facility was developed at the NASA Lewis Research Center. The facility uses a digital computer to provide enhanced images in near real time. Some capabilities of the facility are demonstrated in the hispection of a fan frame ring for an experimental aircraft gas turbine. The ring was fabricated from a carbon-fiber reinforcid epoxy composite material inspection procedures were evaluated, and comparisons were made with an ultrasonic C-scan and conventional film X-ray.

N76-33957# Naval Air Engineering Center Lakehurst NJ Ground Support Equipment Dept EXPERIMENTAL EVALUATION OF NAS MIRAMAR HUSH HOUSE (PROJECT P-114), VOLUME 1 Final Report W P Sule and E T Pulcher Feb 1976 148 p refs (AD-A024403 NAEC-GSED-96-Vol-1) Avail NTIS CSCL 20/1

This report summarizes the results of an extensive experimental test and evaluation of the new NAS Miramar Hush House The tests consisted of both aero-thermodynamic and acoustic data acquisition Four different aircraft (A-4 F-8 F-4 F-14) were run in the facility, and acoustic data were obtained on two of the aircraft (F-4, F-14) The results of the full size testing were compared with 1/15th scale model test results to estimate the reliability of scale model tests for this application. Author (GRA)

N76-33958# Naval Air Engineering Center Lakehurst, NJ Ground Support Equipment Dept

EXPERIMENTAL EVALUATION OF NAS MIRAMAR HUSH HOUSE (PROJECT P-114), VOLUME 2

W P Sule and E T Pulcher Feb 1976 389 p (AD-A024404 NAEC-GSED-96-Vol-2) Avail NTIS CSCL 20/1

Tables are presented showing third octave sound pressure levels at 250 ft for F-4 and F-14 aircraft tested in various positions.

N76-33959# Syracuse Univ NY Dept of Mechanical and Aerospace Engineering

ATTENUATION OF HIGH-INTENSITY SOUND IN A DROPLET-LADEN GAS Interim Report, Jan 1974 - Dec 1975

Frederic A Lyman Feb 1976 29 p refs (Grants NSF ENG-73-04257-A01 NSF GK-41217) (PB-252985/7 MAE-5192-T1) Avail NTIS HC \$4 00 CSCL 20A

The effect of acoustic streaming on the attenuation of a high intensity plane sound wave propagating in a gas containing a small concentration of micron sized droplets was studied analytically Calculations are carried out to predict the increase in attenuation resulting from the enhanced droplet heat and mass transfer caused by acoustic streaming. It is concluded that other phenomena must be responsible for the anomalously high attenuation observed in the experiments and one such phenomenon and the research presently underway to evaluate it are outlined.

N76-34039\* - National Aeronautics and Space Administration Langley Research Center Langley Station Va SUPERSONIC CRUISE AIRCRAFT RESEARCH (SCAR) PROGRAM BIBLIOGRAPHY, JULY 1972 - JUNE 1976 Sherwood Hoffman Sep 1976 40 p refs ,NASA-TM-X-73950) Avail NTIS HC \$4 00 CSCL 05B

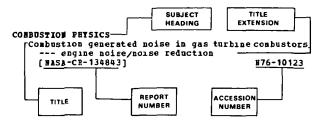
This bibliography documents 292 publications of the Supersonic Cruise Aircraft Research (SCAR) program published during the first four years of effort. The reports are arranged according to SCAR discipline system studies propulsion stratospheric emissions impact structures and materials aerodynamic performance and stability and control. The specific objective of each discipline is summarized. The publications are listed without abstracts for reference and planning.

# SUBJECT INDEX

# AERONAUTICAL ENGINEERING / A Special Bibliography (Suppl 78)

JANUARY 1977

### Typical Subject Index Listing



The title is used to provide a description of the subject matter. When the title is insufficiently descriptive of the document content a title extension is added separated from the title by three hyphens. The NASA or AIAA accession number is included in each entry to assist the user in locating the abstract in the abstract section of this supplement. If applicable, a report number is also included as an aid in identifying the document.

## Δ

•	
A-7 AIRCRAFT	
History and development of a system for	
stall-departure improvement for the A-7 a	ttack
aircraft	
[AIAA PAPER 76-891]	A76-45379
Flight certification testing for the A-7D a	
	dvanced
composite outer wing panel	
[AIAA PAPER 76-907]	A76-45392
Flight test development and evaluation of a	
multimode digital flight control system i	n an A-7D
[AIAA PAPER 76-927]	A76-45404
Low and high frequency aircraft qunfire wib	ration:
Prediction and laboratory simulation	
[AD-A023619]	N76-32601
A-300 AIRCRAFT	52501
Stability tests involving aircraft structur	- 1
	d.I
components	
	A76-45485
ABSORBERS (MATERIALS)	
Energy-absorbing materials for improving	
helicopter crashworthiness	
FAD-A0230061	N76-33197
RAT SCAT evaluation of commercially availab	le
radar absorbing materials, volume 1	
[AD-A024469]	N76-33398
	110 33390
ACCELERATION (PHYSICS)	
A seat cushion to provide realistic acceler	ation
cues for aircraft simulators	
[NASA-TM-X-73954]	N76-33189
ACOUSTIC ATTENUATION	
Acoustic characteristics of interacting sup	ersonic
nets	
,	A76-44765
Attenuation of high-intensity sound in a	
droplet-laden gas	
end academ yas	N76- 33050
[PB-252985/7]	<b>476-</b> 33959
ACOUSTIC DUCTS	_
Opportunities for future improvements in ai	rcraft
noise	
[ICAS PAPER 76-50]	476-47304
ACOUSTIC MEASUREMENTS	
Experimental investigation of the discrete	
component in the noise spectrum of supers	Onic nate
component in the horse spectam of supers	A76-46973
Evaluation of the marce emitted to	
Evaluation of the noise emitted by a single	
profile encountering a wake	
	A76-47147
Noise generated wavelike edules in a turbul	
FICAS PAPER 76-42]	176-47396

ACOUSTIC PROPERTIES	
The effect of helicopter main rotor blade phasing and spacing on performance, blade loads, and	
and spacing on performance, blade loads, and acoustics	
[NASA-CR-2737] N76-321	24
ADAPTIVE CONTROL	
Predictive adaptive control of a non-linear	
time-varying aircraft system [ICAS PAPER 76-60] A76-474	ОΨ
ABRODYNAMIC CHARACTERISTICS	0 4
Use of generalized similarity laws in computing	
the aerodynamic characteristics of three-dimensional bodies	
A76-449	09
Por modeling and analysis. I - Pilot's practical	
aerodynamics for variable geometry wing	
aircraft	94
New developments and accuracy limits in aircraft	•
flight testing	٠
[AIAA PAPER 76-897] A76-453 High speed aerodynamic design of an innovative	84
V/STOL canard-wing configuration vertical	
takeoff XFV-12A supersonic fighter	
[AIAA PAPER 76-910] A76-453	94
Prediction of longitudinal aerodynamic characteristics of STOL configurations with	
externally,blown high lift devices	
[AIAA PAPZP 76-934] A76-454	
Towards a second generation of supersonic transpor A76-457	
Paraglider wings of small conical camber in	
supersonic flow	
Noluciation dynamics Pook	92
Helicopter dynamics Book A76-473	50
Developments in transonic steady and unsteady flow	
theory	c c
[ICAS PAPER 76-06] A76-473	22
fighter aircraft design	
[ICAS PAPER 76-12] A76-4730	60
Aerodynamic performance of two variable-pitch fan stages	
[ICAS PAPER 76-41] 476-473	
Transoric aerofoils - Advances in theory and design	n
A76-478' A computer program to calculate the longitudinal	79
aerodynamic characteristics of wing-flap	
configurations with externally blown flaps	
[NASA-CR-2706] N76-321	31
Experimental effects of fuselage camber on longitudinal aerodynamic characteristics of a	
series of wing-fuselage configurations at a Mach number of 1.41	
number of 1.41	2.2
[ NSA-TM-X-3411] N76-331 Theoretical and experimental study of twisted and	23
carbered delta wings designed for a Mach number	
of 3.5	
[NASA-IN-D-9247] N76-331	43
Aerodyramic methodology. Bodies with tails at aroitrary roll angles (transonic and supersonic)	
[AD-AC23425] N76-331	54
Experimental and theoretical control surface	
characteristics on low aspect ratio delta wing wehicles at subsonic Mach numbers	
[AD-A023408] N76-331	94
AERODYNAMIC COEFFICIENTS	
Determination of the moments of aerodynamic forces	
acting on three-dimensional bodies that move under the 'law or locality'	
A76-449	06
Computer methods in aircraft design at the Air	
Force Academy [AIAA PAPEP 76-901] A76-453	98
the same and the s	-

#### SUBJECT INDEX

Decreases analysis of flowable arroraft with active	The influence of rell nitch and you make
Response analysis of flexible aircraft with active control [AIAA PAPER 76-913] A76-45395	The influence of roll, pitch, and yaw rate perturbations on the alpha-beta stability envelope of the P-4D aircraft
APRODYNAMIC CONFIGURATIONS	[AD-A023216] N76-33215
The aerodynamic concept of hybrid airships	ABRODYNAMIC STALLING
A76-45032 Parametric design and analysis of large advanced military transports	History and development of a system for stall-departure improvement for the A-7 attack aircraft
[AIAA PAPER 76-924] A76-45401	[AIAA PAPER 76-891] A76-45379
prediction methods for jet V/STOL propulsion aerodynamics	AERODYNAMICS Separated flow induced by trailing-edge flaps on
[AIAA PAPER 76-932] A76-45408 Aerodynamic design and analysis of winglets	delta wings at M = 8.2 A76-47878
[AIAA PAPER 76-940] A76-47687 The oscillating jet flap	ARRORLASTICITY  Effect of phase angle on multibladed rotor flutter
[AD-A022768] N76-33162 AERODYWAMIC DRAG	for helicopter rotors  A76-46631
Possible means of decreasing helicopter drag A76-44923	Aeroelastic stability and control of an oblique wing - Wind tunnel experiments
Estimating the state of nonlinear dynamical	A76-47200
<pre>systems in the presence of unmodeled accelerations low-altitude satellite orbit estimation</pre>	A general approach to supersonic aeroelastic Vibrations problems
under atmospheric drag	[ICAS PAPER 76-28] A76-47374
AFRODYNAMIC FORCES	An integrated capability for the preliminary design of aeroelasticity tailored wings
A near-wake model for the aerodynamic pressures exerted on singing trailing edges	[AIAA PAPER 76-912] A76-47682 Aeroelastic stability and control of an oblique wing
A76-45469	A76-47849
Unsteady and steady aerodynamic forces of slender	ARRONAUTICAL ENGINEERING
delta wings according to Newtonian theory [ICAS PAPER 76-36] A76-47381	An integrated capability for the preliminary design of aeroelasticity tailored wings
Induced side forces at high angles of attack	[AIAA PAPER 76-912] A76-47682
bodies of revolution in subsonic and transonic flow	Introduction: A survey of the problem of aircraft corrosion
A76-47552 ARRODYNAMIC HEATING	N76-33333
Equilibrium temperature distribution of blades	AERONAUTICS Fifty years of technical progress in aviation and
situated in high-speed flow	a look ahead
A76-46989 AERODYNAMIC INTERPERENCE	[AIAA PAPER 76-893] A76-45380 International bibliography of Air Law Supplement
Interference effects on lateral forces and moments	1972-1976 Book
on high L/B SES arrangements [AIAA PAPER 76-859] A76-45508	A76-45474 The future of aviation, volume 1 in the United
AERODYNAMIC LOADS	States
<pre>Plight certification testing for the A-7D advanced   composite outer wing panel</pre>	[GPO-72-600] N76-33131 The future of aviation, volume 2 in the United
[AIAA PAPER 76-907] A76-45392	States
Wing-body interference on a generalized load distribution on the body due to triangular wings	[GPO-77-667] N76-33132 AEROSPACE ENGINEERING
at supersonic speeds	Overview of research and development NASA air
[ICAS PAPER 76-23] A76-47369 Technical and economic assessment of	transportation programs A76-45783
span-distributed loading cargo aircraft concepts	AEROSPACE ENVIRONMENTS
[NASA-CR-145034] N76-33186	Environmental effects on advanced composite
Development of prediction techniques for aerodynamic loads acting on external stores	materials; Proceedings of the Symposium, Montreal, Canada, June 22-27, 1975
[AD-A021435] N76-33202	A76-45876
AERODYNAMIC NOISE Simulation of the effects of forward velocity on jet noise in an open circuit wind tunnel	AEROSPACE INDUSTRY  USAF's crusade to streamline industrial production  A76-47017
[ONERA, TP NO. 1976-6E] A76-46368	AEROTHERMODYNAMICS
<pre>Evaluation of the noise emitted by a single     profile encountering a wake</pre>	Second-order thermal boundary-layer on a blunted wedge
A76-47147	476-46818
New developments in blown flap noise technology [ICAS PAPER 76-49] A76-47393	Equilibrium temperature distribution of blades situated in high-speed flow
Experimental evaluation of NAS Miramar Hush house	A76-46989
(project P-114), volume 1	AFTERBODIES
[AD-A024403] N76-33957 Experimental evaluation of NAS Miramar Hush douse	Design techniques for high hy-pass ratio powerplant nozzle systems
(project P-114), volume 2 raw acoustic data	[ICAS PAPE 76-32] A76-47377
tables for F-4 and F-14 aircraft [AD-4024404] N76-33958	AIR BREATHING ENGINES Use of a laser energy source for the production of
AERODYNAMIC STABILITY	jet thrust
Measured pressure distributions on an airfoil with	A76-47868
oscillating jet flap 476-45760	AIR CARGO  *uture air cargo transportation system - A
Aerodynamic analysis of different flight attitudes	national need
of conventional aircraft. VVIII - Kerodynamic principles	[AIAA PAPER 76-922] A76-45399 AIR CONDITIONING EQUIPMENT
A76-45866	Air cycle ground air conditioners for aircraft
Gust load regulations passenger aircraft airworthiress	support [AIAA PAPER 76-947] A76-45420
A76-47122	AIR COOLING
Aeroelastic stability and control of an oblique wing A76-47849	<pre>Performance of a new positive-displacement air   cycle machine for aircraft environmental</pre>
	control systems
	[AIAA PAPER 76-946] A76-45419

SUBJECT INDEX AIRCRAFT DESIGN

IR DEPENSE Application and employment of PPV's in Central	Annual review of aircraft accident data. US general aviation calendar year 1974
Surope	[PB-25260b/9] 476-32144
[DGLR PAPER 76-061] A76-45437 IR INTAKES	AIRCRAFT ACCIDENTS Annual review of aircraft accident data. US
Generation of free-molecular flow for special	general aviation calendar year 1974
aerodynamics research A76-46974	[28-252600/9] 176-32144 Briefs of accidents involving turbine powered
IR HAVIGATION	aircraft. US jeneral aviation 1974
Flight evaluation of a digital data oroadcast technique as an aid to area navigation operations	[PB-250514/7] V76-33167 Briefs of accidents involving aerial application
[AIAA PAPFR 76-928] A76-45405	operations. JS general aviation 1974
A unified signal processor for TACAN navigation sets	[P3-257520/4] N76-33168
A76-45496 Integrated aircraft navigation Book	Sriefs of accidents involving missing and missing later recovered aircraft. US general aviation
A75-45796	1974
IR POLLUTION  Determination of effects of ambient conditions on	[PB-250516/2] 876-33169 Briefs of accidents involving amateur/home built
'aircraft engine emissions engire testing.	aircraft. US general aviation 1974
Volume 1: GTCP 85 APU, IPE 331 turboprop [PB-252825/51 476-33209	[PB-250517/0] N76-33170 Briefs of accidents involving air taxi operations.
Determination of effects of ambient conditions on	US general aviation 1974
aircraft engine emissions engine testing. Volume 2: GTCP 85 apu, TPP 331 turboprop	[PB-250518/8] N76-33171 AIRCRAFT ANTENNAS
[PB-252826/3] N76-33210	The design, development, and flight test results
IR TRAFFIC Operational techniques for reducing noise	of the Boeing 737 aircraft antennas for the ICAO demonstration of the TRSB microwave landing system
A76-46534	[VASA-TM-x-73943] N76-32146
IR TRAFFIC CONTROL	AIRCRAFT BRAKES
The electronic environment - A major discipline in the future growth of aeronautical transportation	Tests of the Bell Aerospace LA-4 ACLS fitted with suction braking and predictions for other aircraft
A76-45795	[AD-A023950] N76-33200
The establishment of safe separations between aircraft in flight	AIRCRAPT CONFIGURATIONS Prediction of longitudinal aerodynamic
A76-46856	characteristics of STOL configurations with
Conflict detection and resolution in the Vetherlands ATC-system SARP II	externally blown high lift devices [AIAA PAPER 76-934] A76-45410
[ICAS PAPER 76-55] A76-47399	wing-body interference on a generalized load
Pesearch in ground-based near-terminal area 4D guidance and control	distribution on the body due to triangular wings at supersonic speeds
[ICAS PAPER 76-57] A76-47401	[ICAS PAPER 76-23] A76-47369
IR TRANSPORTATION  The airship - Means of transportation for the	Passenger ride comfort technology for transport aircraft situations
future - Its technical concept and the results	[NASA-TM-X-73953] N76-33134
of economy and marketing studies as projected by the firm Kommanditgesellschaft Flugschiffbau	AIRCRAPT CONTROL  The fighter CCV program - Demonstrating new
Hamburg GmbH & Co	control methods for tactical aircraft
A76-45031 Statistical evaluation of econometric air travel	[AIAA PAPER 76-889] A76-45378
demand models	More effective aircraft stability and control flight testing through use of system
A76-45095	identification technology
Puture air cargo transportation system - A national need	[AIAA PAPER 76-894] A76-45381 A wind tunnel study of a circulation-controlled
[AIAA PAPER 76-922] A76-45399	elliptical airfoil
The future of aeronautical transportation; Proceedings of the Princeton University	[AIAA PAPER 76-933] A76-45409 The electronic environment - A major discipline in
Conference, Princeton, N.J., November 10, 11, 1975	the future growth of aeronautical transportation
A76-45776 Future of VTOL and other radical concepts	A76-45785 The art and science of modern flight testing - A
A76-45782	personal view
Overview of research and development NASA air transportation programs	[ICAS PAPER 76-45] A76-47389 Evaluation of a new flight path command control
A76-45783	concept
On the future of aeronautical transportation A76-45786	[ICAS PAPER 76-56] A76-47400 Aeroelastic stability and control of an oblique wing
Airline economics, whence, hither and yon from	A76-47849
viewpoint of future air transportation A76-45789	Expansion of flight simulator capability for study and solution of aircraft directional control
The future of aeronautical transportation	problems on runways, phase 1
A76-45790	[NASA-CR-145084] N76-32203
Transportation of hazardous materials by air [GPO-62-325] N76-32139	AIRCRAFT DESIGN  The AFTI concept - A new approach to technology
Technologies for the air transport of tomorrow	transition
[NASA-TT-F-17177] N76-33165 IRBORWE/SPACEBORNE COMPUTERS	[AIAA PAPER 76-888] A76-45377 Pifty years of technical progress in aviation and
Flight test development and evaluation of a	a look ahead
multimode digital flight control system in an A-7D [AIAA PAPER 76-927] A76-45404	[AIAA PAPER 76-893] A76-45380 Computer interactive graphics in aerospace
IRCRAFT	engineering design education
Introduction: A survey of the problem of aircraft corrosion	[AIAA PAPER 76-900] A76-45387 Computer methods in aircraft design at the Air
N76-33333	Porce Academy
IRCRAFT ACCIDENT INVESTIGATION  Corporate/business accident picture /USA/	[AIAA PAPER 76-901] A76-45388 A structural design for a hypersonic research
A76-46852	alcraft
An analysis of U.S. air carrier jet accidents for 1974	[AIAA PAPER 76-906] A76-45391
A76-46853	Automated optimization techniques for aircraft synthesis
	[AIAA PAPER 76-909] A76-45393

AIRCRAFT DETECTION SUBJECT INDEX

	m .11
Figh speed aerodynamic design of an innovative	Technologies for the air transport of tomorrow
V/STOL canard-wing configuration vertical	[NASA-TT-F-17177] N76-33165
takeoff XFV-12A supersonic fighter	P-18 Vavy air compat fighter
[AIAA PAPER 76-910] A76-45394	[GPO-60-913] N76-33188
A hybrid airship concept for Naval missions	Integration of hybrid structure into low-cost
[AIAA PAPER 76-923] A76-45400	aircraft design: Pationale and methodology
Parametric design and analysis of large advanced	[AD-A023416] N76-33199
military transports	Designing for corrosion prevention
[AIAA PAPER 76-924] A76-45401	N76-33339
Prediction methods for jet V/STOL propulsion	AIRCRAFT DETECTION
aerodynamics	teans and procedures for obtaining an adequate
[AIAA PAPER 76-932] A76-45408	survival propagality in the case of RPV
Prospective markets and design concepts for	[DGLR PAPER 76-065] A76-45488
civilian remotely piloted aircraft	AIRCRAFT ENGINES
[AIAA PAPPR 76-930] A76-45414	Low and intermediate temperature application of
Integrated flight control system design for CCV	composite materials to aircraft engines
[AIAA PAPER 76-941] A76-45415	[AIAA PAPER 76-936] A76-45411
Applications of oblique-wing technology - An	Central Integrated Test Sup System F101 engine in
OVERVIEW	B-1 aircraft
[AIAA PAPER 76-943] A76-45417	[AIAA PAPEP 76-944] A76-45418
Performance of a new positive-displacement air	Future trends in transport aircraft propulsion
cycle machine for aircraft environmental	A76-45784
control systems [AIAA PAPER 76-946] A76-45419	Noise technology requirements for future aircraft powerplants
A review of sea loiter aircraft technology	476-45794
[AIAA PAPER 76-876] A76-45519	The turpofar jet engine at optimal and nonoptimal
The future of aeronautical transportation;	design
Proceedings of the Princeton University	A76-45868
Conference, Princeton, N.J., November 10, 11, 1975	Trends in engine design for aircraft
A76-45776	A76-46279
First generation supersonic transports	resting the annular compustion chamber of the NK-8
A76-45777	aircraft engine using natural gas for
Towards a second generation of supersonic transport	stationary gas turbine installation
A76-45778	A76-47281
Recent developments in NASA's Supersonic Cruise	The accuracy of thrust in flight derived from
Aircraft Research /SCAR/ Program	engine calibrations in an altitude test facility
A76-45779	[ICAS PAPER 76-30] A76-47375
Goals for a future SST	Aerodynamic performance of two variable-pitch fan
A76-45780	stages
Advanced subsoric aircraft - The technological	[ICAS PAPER 76-41] A76-47385
response to future air transportation needs	Future trends in aero gas turbine design. I -
A76-45781	Conventional engines
Future of VTOL and other radical concepts	176-47847
A76-45782	Advances in engine burst containment and finite
RPV developments plumb the field's potential	element applications to battle-damaged structure
A76-46263	[AGARD-R-648] N76-32183
Designing the 1985 VATLIT Very Advanced	Advances in engine burst containment
Technology Light Twin for general aviation	พ76-32184
A76-46265	A multi-variable control for the F100 engine
A solution to airport noise	operating at sea level static
A76-46533	[AD-A022699] N76-32195
Management and product safety for aircraft	Determination of effects of ambient conditions on
A76-46854	aircraft engine emissions engine testing.
The Mystere-50	Volume 1: GTCP 85 APU, TPE 331 turboprop
A76-47271	[PB-252825/5] N76-33209
Recent explorations in relaxation methods for	Determination of effects of ambient conditions on
three-dimensional transonic potential flow	aircraft engine emissions engine testing.
[ICAS PAPER 76-22] A76-47368	Volume 2: GTCP 85 apu, TPE 331 turboprop [PB-252826/3] N76-33210
Tornado - An advanced STOL fighter-bomber design [ICAS PAPER 76-51] A76-47395	[PB-252826/3] N76-33210 AIRCRAFT EQUIPMENT
Climatic impact assessment program - Conclusions	
and recommendations aircraft operation in	C-5 Galaxy - An operational appraisal A76-46278
stratosphere	Fire-fighting and rescue techniques and equipment
[ICAS PAPER 76-59] A76-47403	for aircraft safety
Technical applications for an experimental	A76-46544
supersonic cruise aircraft	A seat cushion to provide realistic acceleration
[AIAA PAPER 76-892] A76-47680	cues for aircraft simulators
The demonstration of advanced metallic	[NASA-TM-X-73954] N76-33189
technologies in primary wing structure	Corrosion in airframes, power plants and
[AIAA PAPER 76-908] A76-47681	associated aircraft equipment
A vectored-engine-over-wing propulsive-lift concept	N76-33336
[AIAA PAPER 76-917] A76-47684	AIRCRAFT FUBLS
The high-bypass-ratio variable-pitch turbofan for	An evaluation of very large airplanes and
transport aircraft propulsion	alternative fuels
[AIAA PAPER 76-919] A76-47685	[AIAA PAPER 76-920] A76-45397
Review of V/STOL lift/cruise fan technology	Energy management techniques for fuel conservation
[AIAA PAPER 76-931] A76-47686	in military transport aircraft
Aerodynamic design and analysis of winglets	[AD-A023527] N76-32333
[AIAA PAPER 76-940] A76-47687	AIRCRAFT GUIDANCE
A comparison of two lift fan propulsion concepts	Research in ground-based near-terminal area 4D
[AIAA PAPER 76-954] A76-47688	guidance and control [ICAS PAPER 76-57] A76-47401
Aerodynamic design of a Mach 2.2 supersonic cruise	[ICAS PAPER 76-57] A76-47401 Predictive adaptive control of a non-linear
aircraft [AIAA PAPER 76-955] A76-47689	
[AIAA PAPER 76-955] A76-47689 Aeroelastic stability and control of an oblique wing	time-varying aircraft system [ICAS PAPER 76-60] A76-47404
A76-47849	AIRCRAFT HAZARDS
Lift fan propulsion concepts study	Lightning protection of low density aircraft
[AD-A023087] N76-32196	structures
(== ===================================	[ICAS PAPER 76-58] A76-47402

SUBJECT INDEX AIRCRAFT SYABILITY

M	1
Transportation of hazardous materials by air [GPO-62-325] N76-32139	Airports and community design considerations for aircraft noise alleviations
Evaluation of the bird-aircraft strike hazards at	A76-46535
Seymour Johnson APB, North Carolina	How quickly will the aircraft noise problem subside
[AD-A023222] N76-33172	A76-47125
AIRCRAFT INDUSTRY Governmental regulation of airlines and	External noise of light propeller-driven aircraft [ICAS PAPER 76-48] A76-47392
alreraft industry	Opportunities for future improvements in aircraft
A76-45787	noise
Alrine economics, whence, hither and yon from Vlewpoint of future air transportation	[ICAS PAPER 76-50] A76-47394 AIRCRAFT PARTS
A76-45789	Optimum design of composite primary structure
The future of aeronautical transportation	aircraft components
AIRCRAFT INSTRUMENTS	[ICAS PAPER 76-07] A76-47356 AIRCRAFT PERFORMANCE
A unified signal processor for TACAN navigation sets	New developments and accuracy limits in aircraft
A76-45496	flight testing
Alforaft-mounted crash-activated transmitter device [NASA-CASE-MFS-16609-3] N76-32140	[AIAA PAPER 76-897] A76-45384 Applications of oblique-wing technology - An
AIRCRAPT LANDING	Whitegrious of opiline and recurored - we
Investigation of decelerating approaches of a twin	[AIAA PAPER 76-943] A76-45417
engined jet transport aircraft noise reduction	YP-16 pilot report
[AIAA PAPER 76-929] A76-45406 Tests of the Bell Aerospace LA-4 ACLS fitted with	The Mystere+50
Suction braking and predictions for other aircraft	A76-47271
[AD-A023850] N76-33200	The Franco-German experimental program for the
AIRCRAFT MAINTENANCE Central Integrated Test Sub System F101 engine in	evaluation of a supercritical wing for a combat aircraft application
B-1 aircraft	[ICAS PAPER 76-21] A76-47367
[AIAA PAPER 76-944] A76-45418	Accuracy limits in nonsteady flight testing
The significance of high work quality in aircraft maintenance as a contribution to the improvement	[ICAS PAPER 76-46] A76-47390 B-1 flight test - Progress report
of safety and efficiency in alreraft operations	[AIAA PAPER 76-886] A76-47678
A76-45861	Flight testing of the Tornado - The current
Possibilities for improvements in the planning and control of maintenance processes involving	situation /August 1976/ [AIAA PAPER 76-887] A76-47679
Commercial aircraft	Review of V/STOL lift/cruise fan technology
A76-45862	[AIAA PAPER 76-931] A76-47686
Maintaining Concorde on the line - A look at British Airways and Air Prance	A comparison of two lift fan propulsion concepts [AIAA PAPER 76-954] A76-47688
A76-46750	AIRCRAFT PILOTS
Basics of the planning of modern aircraft technical maintenance systems	Annual review of aircraft accident data. US general aviation calendar year 1974
A76-47114	[PB-252606/9] N76-32144
Corrosion prevention techniques, maintenance and	AIRCRAPT RELIABILITY
repair	Functional and reliability requirements concerning
repair N76-33337	Functional and reliability requirements concerning RPV's from the point of view of traffic safety and military cost effectiveness
repair  N76-33337  AIRCRAFT HANBUYERS  For modeling and analysis. I - Pilot's practical	Punctional and reliability requirements concerning RPV's from the point of view of traffic safety and military cost effectiveness A76-45494
repair  N76-33337  AIRCRAFT MARRUVERS  For modeling and analysis. I - Pilot's practical aerodynamics for variable geometry wing aircraft	Functional and reliability requirements concerning RPV's from the point of view of traffic safety and military cost effectiveness A76-45494 Rain erosion characteristics of Concorde A76-45700
repair  N76-33337  AIRCRAFT HANBUVERS  For modeling and analysis. I - Pilot's practical aerodynamics for variable geometry wing aircraft  A76-45084	Punctional and reliability requirements concerning RPV's from the point of view of traffic safety and military cost effectiveness A76-45494 Rain erosion characteristics of Concorde A76-45700 Gust load regulations passenger aircraft
Tepair  N76-33337  AIRCRAFT HARBUVERS  For modeling and analysis. I - Pilot's practical aerodynamics for variable geometry wing aircraft  A76-45084  History and development of a system for	Functional and reliability requirements concerning RPV's from the point of view of traffic safety and military cost effectiveness A76-45494 Rain erosion characteristics of Concorde A76-45700
Tepair  N76-33337  AIRCRAFT MANBUVERS  For modeling and analysis. I - Pilot's practical aerodynamics for variable geometry wing aircraft  A76-45084  History and development of a system for stall-departure improvement for the A-7 attack aircraft	Punctional and reliability requirements concerning RPV's from the point of view of traffic safety and military cost effectiveness  A76-45494  Rain erosion characteristics of Concorde  Gust load regulations passenger aircraft airworthiness  A76-47122  AIRCRAFT SAFETY
Tepair  N76-33337  AIRCRAFT HANBUVERS  For modeling and analysis. I - Pilot's practical aerodynamics for variable geometry wing aircraft  A76-45084  History and development of a system for stall-departure improvement for the A-7 attack aircraft  [AIAA PAPER 76-891]  A76-45379	Functional and reliability requirements concerning RPV's from the point of view of traffic safety and military cost effectiveness A76-45494 Rain erosion characteristics of Concorde Gust load regulations passenger aircraft airworthiness A76-47122 AIRCRAFT SAFETY Functional and reliability requirements concerning
Tepair  N76-33337  AIRCRAFT MANBUVERS  For modeling and analysis. I - Pilot's practical aerodynamics for variable geometry wing aircraft  A76-45084  History and development of a system for stall-departure improvement for the A-7 attack aircraft	Punctional and reliability requirements concerning RPV's from the point of view of traffic safety and military cost effectiveness  A76-45494  Rain erosion characteristics of Concorde  Gust load regulations passenger aircraft airworthiness  A76-47122  AIRCRAFT SAFETY
Tepair  AIRCRAFT HANBUVERS  For modeling and analysis. I - Pilot's practical aerodynamics for variable geometry wing aircraft  A76-45084  History and development of a system for stall-departure improvement for the A-7 attack aircraft  [AIAA PAPER 76-891]  A76-45379  Accuracy limits in nonsteady flight testing  [ICAS PAPER 76-46]  Ground run maneuvering qualities of aircraft with	Punctional and reliability requirements concerning RPV's from the point of view of traffic safety and military cost effectiveness  A76-45494  Rain erosion characteristics of Concorde  A76-45700  Gust load regulations passenger aircraft airworthiness  A76-47122  AIBCRAFT SAFETY Functional and reliability requirements concerning PPV's from the point of view of traffic safety and military cost effectiveness  A76-45494
Tepair  AIRCRAPT MANBUVERS  For modeling and analysis. I - Pilot's practical aerodynamics for variable geometry wing aircraft  A76-45084  History and development of a system for stall-departure improvement for the A-7 attack aircraft  [AIAA PAPER 76-891]  A76-45379  Accuracy limits in nonsteady flight testing  [ICAS PAPER 76-46]  Ground run maneuvering qualities of aircraft with nose wheel control	Punctional and reliability requirements concerning RPV's from the point of view of traffic safety and military cost effectiveness  A76-45494  Rain erosion characteristics of Concorde  A76-45700  Gust load regulations passenger aircraft airworthiness  A76-47122  AIBCRAFT SAFETY  Functional and reliability requirements concerning PPV's from the point of view of traffic safety and military cost effectiveness  A76-45494  The significance of high work quality in aircraft
ATRCRAFT MANBUVERS  For modeling and analysis. I - Pilot's practical aerodynamics for variable geometry wing aircraft  A76-45084  History and development of a system for stall-departure improvement for the A-7 attack aircraft  [AIAA PAPER 76-891]  ACCURACY limits in nonsteady flight testing  [ICAS PAPER 76-46]  A76-47390  Ground run maneuvering qualities of aircraft with nose wheel control  [ICAS PAPER 76-47]  A76-47391	Punctional and reliability requirements concerning RPV's from the point of view of traffic safety and military cost effectiveness  A76-45494  Rain erosion characteristics of Concorde  A76-45700  Gust load regulations passenger aircraft airworthiness  A76-47122  AIBCRAFT SAFETY Functional and reliability requirements concerning PPV's from the point of view of traffic safety and military cost effectiveness  A76-45494
ATRCRAFT MANBUVERS  For modeling and analysis. I - Pilot's practical aerodynamics for variable geometry wing aircraft  A76-45084  History and development of a system for stall-departure improvement for the A-7 attack aircraft  [AIAA PAPER 76-891]  A76-45379  Accuracy limits in nonsteady flight testing  [ICAS PAPER 76-46]  Ground run maneuvering qualities of aircraft with nose wheel control  [ICAS PAPER 76-47]  A Vectored-engine-over-wing propulsive-lift concept  [AIAA PAPER 76-917]  A 76-47684	Punctional and reliability requirements concerning RPV's from the point of view of traffic safety and military cost effectiveness  A76-45494  Rain erosion characteristics of Concorde  A76-45700  Gust load regulations passenger aircraft airworthiness  A76-47122  AIRCRAFT SAFETY  Functional and reliability requirements concerning PPV's from the point of view of traffic safety and military cost effectiveness  A76-45494  The significance of high work quality in aircraft maintenance as a contribution to the improvement of safety and efficiency in aircraft operations  A76-45851
ATRCRAFT MANBUVERS  For modeling and analysis. I - Pilot's practical aerodynamics for variable geometry wing aircraft  A76-45084  History and development of a system for stall-departure improvement for the A-7 attack aircraft  [AIAA PAPER 76-891]  A76-45379  Accuracy limits in nonsteady flight testing  [ICAS PAPER 76-46]  Ground run maneuvering qualities of aircraft with nose wheel control  [ICAS PAPER 76-47]  A vectored-engine-over-wing propulsive-lift concept  [AIAA PAPER 76-917]  Study of a very low cost air combat maneuvering	Punctional and reliability requirements concerning RPV's from the point of view of traffic safety and military cost effectiveness  A76-45494  Rain erosion characteristics of Concorde  A76-45700  Gust load regulations passenger aircraft airworthiness  A76-47122  AIBCRAFT SAFETY  Functional and reliability requirements concerning PPV's from the point of view of traffic safety and military cost effectiveness  A76-45494  The significance of high work quality in aircraft maintenance as a contribution to the improvement of safety and efficiency in aircraft operations  A76-45851  Managing safety; Proceedings of the Twenty-eighth
ATRCRAFT MANBUVERS  For modeling and analysis. I - Pilot's practical aerodynamics for variable geometry wing aircraft  A76-45084  History and development of a system for stall-departure improvement for the A-7 attack aircraft  [AIAA PAPER 76-891]  A76-45379  Accuracy limits in nonsteady flight testing  [ICAS PAPER 76-46]  Ground run maneuvering qualities of aircraft with nose wheel control  [ICAS PAPER 76-47]  A Vectored-engine-over-wing propulsive-lift concept  [AIAA PAPER 76-917]  A 76-47684	Punctional and reliability requirements concerning RPV's from the point of view of traffic safety and military cost effectiveness  A76-45494  Rain erosion characteristics of Concorde  A76-45700  Gust load regulations passenger aircraft airworthiness  A76-47122  AIBCRAFT SAFETY  Functional and reliability requirements concerning PPV's from the point of view of traffic safety and military cost effectiveness  A76-45494  The significance of high work quality in aircraft maintenance as a contribution to the improvement of safety and efficiency in aircraft operations  A76-45851  Managing safety; Proceedings of the Twenty-eighth International Air Safety Seminar, Amsterdam, "etherlands, November 2-6, 1975
ATRCRAFT MANBUVERS  For modeling and analysis. I - Pilot's practical aerodynamics for variable geometry wing aircraft  A76-45084  History and development of a system for stall-departure improvement for the A-7 attack aircraft  [AIAA PAPER 76-891]  A76-45379  Accuracy limits in nonsteady flight testing  [ICAS PAPER 76-46]  Ground run maneuvering qualities of aircraft with nose wheel control  [ICAS PAPER 76-47]  A vectored-engine-over-wing propulsive-lift concept  [AIAA PAPER 76-917]  Study of a very low cost air combat maneuvering trainer aircraft  [NASA-TM-X-73162]  AIRCRAFT MODELS	Punctional and reliability requirements concerning RPV's from the point of view of traffic safety and military cost effectiveness  A76-45494  Rain erosion characteristics of Concorde  A76-45700  Gust load regulations passenger aircraft airworthiness  A76-47122  AIBCRAFT SAFETY  Functional and reliability requirements concerning PPV's from the point of view of traffic safety and military cost effectiveness  A76-45494  The significance of high work quality in aircraft maintenance as a contribution to the improvement of safety and efficiency in aircraft operations  A76-45851  Managing safety; Proceedings of the Twenty-eighth International Air Safety Seminar, Amsterdam, Wetherlands, November 2-6, 1975
ATRCRAFT MANBUVERS  For modeling and analysis. I - Pilot's practical aerodynamics for variable geometry wing aircraft  A76-45084  History and development of a system for stall-departure improvement for the A-7 attack aircraft  [AIAA PAPER 76-891]  A76-45379  Accuracy limits in nonsteady flight testing  [ICAS PAPER 76-46]  A76-47390  Ground run maneuvering qualities of aircraft with nose wheel control  [ICAS PAPER 76-47]  A Vectored-engine-over-wing propulsive-lift concept  [AIAA PAPER 76-917]  A Vectored-engine-over-wing propulsive-lift concept  [AIAA PAPER 76-917]  Study of a verv low cost air combat maneuvering trainer aircraft  [NASA-TM-X-73162]  AIRCRAFT HODELS  Petrodic control ard the optimality of aircraft	Punctional and reliability requirements concerning RPV's from the point of view of traffic safety and military cost effectiveness  A76-45494  Rain erosion characteristics of Concorde  A76-45700  Gust load regulations passenger aircraft airworthiness  A76-47122  AIBCRAFT SAFETY  Functional and reliability requirements concerning PPV's from the point of view of traffic safety and military cost effectiveness  A76-45494  The significance of high work quality in aircraft maintenance as a contribution to the improvement of safety and efficiency in aircraft operations  A76-45851  Managing safety; Proceedings of the Twenty-eighth International Air Safety Seminar, Amsterdam, "etherlands, November 2-6, 1975
ATRCRAFT MANBUVERS  For modeling and analysis. I - Pilot's practical aerodynamics for variable geometry wing aircraft  A76-45084  History and development of a system for stall-departure improvement for the A-7 attack aircraft  [AIAA PAPER 76-891]  A76-45379  Accuracy limits in nonsteady flight testing  [ICAS PAPER 76-46]  Ground run maneuvering qualities of aircraft with nose wheel control  [ICAS PAPER 76-47]  A vectored-engine-over-wing propulsive-lift concept  [AIAA PAPER 76-917]  Study of a verv low cost air combat maneuvering trainer aircraft  [NASA-TM-X-73162]  AIRCRAFT HODELS  Periodic control and the optimality of aircraft Cruise for fuel consumption minimization  A76-47199	Punctional and reliability requirements concerning RPV's from the point of view of traffic safety and military cost effectiveness  A76-45494  Rain erosion characteristics of Concorde  A76-45700  Gust load regulations passenger aircraft airworthiness  A76-47122  AIBCRAFT SAFETY  Functional and reliability requirements concerning PPV's from the point of view of traffic safety and military cost effectiveness  A76-45494  The significance of high work quality in aircraft maintenance as a contribution to the improvement of safety and efficiency in aircraft operations  A76-45851  Managing safety; Proceedings of the Twenty-eighth International Air Safety Seminar, Amsterdam, "etherlands, November 2-6, 1975  Management and product safety for aircraft  A76-46854  Civil aviation air safety trends and comparisons,
ATRCRAFT MANBUVERS  For modeling and analysis. I - Pilot's practical aerodynamics for variable geometry wing aircraft  A76-45084  History and development of a system for stall-departure improvement for the A-7 attack aircraft  [AIAA PAPER 76-891]  A76-45379  Accuracy limits in nonsteady flight testing  [ICAS PAPER 76-46]  A76-47390  Ground run maneuvering qualities of aircraft with nose wheel control  [ICAS PAPER 76-47]  A vectored-engine-over-wing propulsive-lift concept  [AIAA PAPER 76-917]  A76-47684  Study of a very low cost air combat maneuvering trainer aircraft  [NASA-TM-X-73162]  AIRCRAFT MODELS  Periodic control and the optimality of aircraft cruise for fuel consumption minimization  A76-47199  AIRCRAFT NOISE	Punctional and reliability requirements concerning RPV's from the point of view of traffic safety and military cost effectiveness  A76-45494  Rain erosion characteristics of Concorde  A76-45700  Gust load regulations passenger aircraft airworthiness  A76-47122  AIRCRAFT SAFETY  Functional and reliability requirements concerning PPV's from the point of view of traffic safety and military cost effectiveness  A76-45494  The significance of high work quality in aircraft maintenance as a contribution to the improvement of safety and efficiency in aircraft operations  A76-45851  Managing safety; Proceedings of the Twenty-eighth International Air Safety Seminar, Amsterdam, Wetherlands, November 2-6, 1975  A76-46851  Management and product safety for aircraft A76-46854  Civil aviation air safety trends and comparisons, 1974
ATRCRAFT MANBUVERS  For modeling and analysis. I - Pilot's practical aerodynamics for variable geometry wing aircraft  A76-45084  History and development of a system for stall-departure improvement for the A-7 attack aircraft  [AIAA PAPER 76-891]  A76-45379  Accuracy limits in nonsteady flight testing  [ICAS PAPER 76-46]  Ground run maneuvering qualities of aircraft with nose wheel control  [ICAS PAPER 76-47]  A vectored-engine-over-wing propulsive-lift concept  [AIAA PAPER 76-917]  Study of a verv low cost air combat maneuvering trainer aircraft  [NASA-TM-X-73162]  AIRCRAFT HODELS  Periodic control and the optimality of aircraft Cruise for fuel consumption minimization  A76-47199	Punctional and reliability requirements concerning RPV's from the point of view of traffic safety and military cost effectiveness  A76-45494  Rain erosion characteristics of Concorde  A76-45700  Gust load regulations passenger aircraft airworthiness  A76-47122  AIBCRAFT SAFETY  Functional and reliability requirements concerning PPV's from the point of view of traffic safety and military cost effectiveness  A76-45494  The significance of high work quality in aircraft maintenance as a contribution to the improvement of safety and efficiency in aircraft operations  A76-45851  Managing safety; Proceedings of the Twenty-eighth International Air Safety Seminar, Amsterdam, "etherlands, November 2-6, 1975  Management and product safety for aircraft  A76-46854  Civil aviation air safety trends and comparisons,
AIRCRAFT MANBUVERS  For modeling and analysis. I - Pilot's practical aerodynamics for variable geometry wing aircraft  A76-45084  History and development of a system for stall-departure improvement for the A-7 attack aircraft  [AIAA PAPER 76-891]  ACCURACY limits in nonsteady flight testing  [ICAS PAPER 76-46]  A76-47390  Ground run maneuvering qualities of aircraft with nose wheel control  [ICAS PAPER 76-47]  A Vectored-engine-over-wing propulsive-lift concept  [AIAA PAPER 76-917]  A76-47684  Study of a very low cost air combat maneuvering trainer aircraft  [NASA-TM-X-73162]  AIRCRAFT HODELS  Periodic control and the optimality of aircraft cruise for fuel consumption minimization  A76-47199  AIRCRAFT NOISE  The layered weather correction for flyover noise testing  [AIAA PAPER 76-895]  A76-45392	Punctional and reliability requirements concerning RPV's from the point of view of traffic safety and military cost effectiveness  A76-45494  Rain erosion characteristics of Concorde  A76-45700  Gust load regulations passenger aircraft airworthiness  A76-47122  AIBCRAFT SAFETY  Functional and reliability requirements concerning PPV's from the point of view of traffic safety and military cost effectiveness  A76-45494  The significance of high work quality in aircraft maintenance as a contribution to the improvement of safety and efficiency in aircraft operations  A76-45851  Managing safety; Proceedings of the Twenty-eighth International Air Safety Seminar, Amsterdam, "etherlands, November 2-6, 1975  A76-46851  Management and product safety for aircraft A76-46854  Civil aviation air safety trends and comparisons, 1974  Static electrification of aircraft and trial bodies under various meteorological conditions
AIRCRAPT MANBUVERS  For modeling and analysis. I - Pilot's practical aerodynamics for variable geometry wing aircraft  A76-45084  History and development of a system for stall-departure improvement for the A-7 attack aircraft  [AIAA PAPER 76-891]  A76-45379  Accuracy limits in nonsteady flight testing  [ICAS PAPER 76-46]  Ground run maneuvering qualities of aircraft with nose wheel control  [ICAS PAPER 76-47]  A Vectored-engine-over-wing propulsive-lift concept  [AIAA PAPER 76-917]  A76-47684  Study of a verv low cost air combat maneuvering trainer aircraft  [NASA-TM-X-73162]  AIRCRAPT MODELS  Periodic control and the optimality of aircraft cruise for fuel consumption minimization  A76-47199  AIRCRAPT NOISE  The layered weather correction for flyover noise testing  [AIAA PAPER 76-895]  Status Report - Subsonic aircraft noise reduction	Punctional and reliability requirements concerning RPV's from the point of view of traffic safety and military cost effectiveness  A76-45494  Rain erosion characteristics of Concorde  A76-45700  Gust load regulations passenger aircraft airworthiness  A76-47122  AIRCRAFT SAFETY  Functional and reliability requirements concerning PPV's from the point of view of traffic safety and military cost effectiveness  A76-45494  The significance of high work quality in aircraft maintenance as a contribution to the improvement of safety and efficiency in aircraft operations  A76-45851  Managing safety: Proceedings of the Twenty-eighth International Air Safety Seminar, Amsterdam, "etherlands, November 2-6, 1975  Management and product safety for aircraft A76-46851  Management and product safety trends and comparisons, 1974  A76-46857  Static electrification of aircraft and trial bodies under various meteorological conditions
AIRCRAFT MANBUVERS  For modeling and analysis. I - Pilot's practical aerodynamics for variable geometry wing aircraft  A76-45084  History and development of a system for stall-departure improvement for the A-7 attack aircraft  [AIAA PAPER 76-891]  A76-45379  Accuracy limits in nonsteady flight testing  [ICAS PAPER 76-46]  Ground run maneuvering qualities of aircraft with nose wheel control  [ICAS PAPER 76-47]  A Vectored-engine-over-wing propulsive-lift concept  [AIAA PAPER 76-917]  A Vectored-engine-over-wing propulsive-lift concept  [AIAA PAPER 76-917]  Study of a very low cost air combat maneuvering trainer aircraft  [NASA-TM-X-73162]  AIRCRAFT MODELS  Periodic control and the optimality of aircraft cruise for fuel consumption minimization  A76-47199  AIRCRAFT NOISE  The layered weather correction for flyover noise testing  [AIAA PAPER 76-895]  Status Report - Subsonic aircraft noise reduction  Update Sept. 1976  [AIAA PAPER 76-921]  A76-45398	Punctional and reliability requirements concerning RPV's from the point of view of traffic safety and military cost effectiveness  Rain erosion characteristics of Concorde  A76-45494  Rain erosion characteristics of Concorde  A76-45700  Gust load regulations passenger aircraft airworthiness  A76-47122  AIRCRAFT SAPETY  Functional and reliability requirements concerning PPV's from the point of view of traffic safety and military cost effectiveness  A76-45494  The significance of high work quality in aircraft maintenance as a contribution to the improvement of safety and efficiency in aircraft operations  A76-45851  Managing safety; Proceedings of the Twenty-eighth International Air Safety Seminar, Amsterdam, Wetherlands, November 2-6, 1975  Management and product safety for aircraft A76-46854  Civil aviation air safety trends and comparisons, 1974  Static electrification of aircraft and trial bodies under various meteorological conditions A76-47011  Conflict detection and resolution in the Netherlands ATC-system SARP II
AIRCRAPT MANBUVERS  For modeling and analysis. I - Pilot's practical aerodynamics for variable geometry wing aircraft  A76-45084  History and development of a system for stall-departure improvement for the A-7 attack aircraft  [AIAA PAPER 76-891]  A76-45379  Accuracy limits in nonsteady flight testing  [ICAS PAPER 76-46]  Ground run maneuvering qualities of aircraft with nose wheel control  [ICAS PAPER 76-47]  A vectored-engine-over-wing propulsive-lift concept  [AIAA PAPER 76-917]  Study of a very low cost air combat maneuvering trainer aircraft  [NASA-TM-X-73162]  AIRCRAPT MODELS  Periodic control and the optimality of aircraft cruise for fuel consumption minimization  A76-47199  AIRCRAPT NOISE  The layered weather correction for flyover noise testing  [AIAA PAPER 76-895]  A76-45392  Status Report - Subsonic aircraft noise reduction  Update Sept. 1976  [AIAA PAPER 76-921]  OVerview of noise aircraft noise pollution and	Punctional and reliability requirements concerning RPV's from the point of view of traffic safety and military cost effectiveness  A76-45494  Rain erosion characteristics of Concorde  A76-45700  Gust load regulations passenger aircraft airworthiness  A76-47122  AIRCRAFT SAFETY  Functional and reliability requirements concerning PPV's from the point of view of traffic safety and military cost effectiveness  A76-45494  The significance of high work quality in aircraft maintenance as a contribution to the improvement of safety and efficiency in aircraft operations  A76-45851  Managing safety; Proceedings of the Twenty-eighth International Air Safety Seminar, Amsterdam, "etherlands, November 2-6, 1975  Management and product safety for aircraft A76-46851  Management and product safety trends and comparisons, 1974  A76-46857  Static electrification of aircraft and trial bodies under various meteorological conditions P76-47011  Conflict detection and resolution in the Netherlands ATC-system SARP II  [ICAS PAPER 76-55]  A76-47399
AIRCRAFT MANBUVERS  For modeling and analysis. I - Pilot's practical aerodynamics for variable geometry wing aircraft  A76-45084  History and development of a system for stall-departure improvement for the A-7 attack aircraft  [AIAA PAPER 76-891]  A76-45379  Accuracy limits in nonsteady flight testing  [ICAS PAPER 76-46]  Ground run maneuvering qualities of aircraft with nose wheel control  [ICAS PAPER 76-47]  A Vectored-engine-over-wing propulsive-lift concept  [AIAA PAPER 76-917]  A Vectored-engine-over-wing propulsive-lift concept  [AIAA PAPER 76-917]  Study of a very low cost air combat maneuvering trainer aircraft  [NASA-TM-X-73162]  AIRCRAFT MODELS  Periodic control and the optimality of aircraft cruise for fuel consumption minimization  A76-47199  AIRCRAFT NOISE  The layered weather correction for flyover noise testing  [AIAA PAPER 76-895]  Status Report - Subsonic aircraft noise reduction  Update Sept. 1976  [AIAA PAPER 76-921]  A76-45398	Punctional and reliability requirements concerning RPV's from the point of view of traffic safety and military cost effectiveness  Rain erosion characteristics of Concorde  A76-45494  Rain erosion characteristics of Concorde  A76-45700  Gust load regulations passenger aircraft airworthiness  A76-47122  AIRCRAFT SAPETY  Functional and reliability requirements concerning PPV's from the point of view of traffic safety and military cost effectiveness  A76-45494  The significance of high work quality in aircraft maintenance as a contribution to the improvement of safety and efficiency in aircraft operations  A76-45851  Managing safety; Proceedings of the Twenty-eighth International Air Safety Seminar, Amsterdam, Wetherlands, November 2-6, 1975  Management and product safety for aircraft A76-46854  Civil aviation air safety trends and comparisons, 1974  Static electrification of aircraft and trial bodies under various meteorological conditions A76-47011  Conflict detection and resolution in the Netherlands ATC-system SARP II
AIRCRAFT MANBUVERS  For modeling and analysis. I - Pilot's practical aerodynamics for variable geometry wing aircraft  A76-45084  History and development of a system for stall-departure improvement for the A-7 attack aircraft  [AIAA PAPER 76-891]  A76-45379  Accuracy limits in nonsteady flight testing  [ICAS PAPER 76-46]  Ground run maneuvering qualities of aircraft with nose wheel control  [ICAS PAPER 76-47]  A Vectored-engine-over-wing propulsive-lift concept  [AIAA PAPER 76-917]  A76-47684  Study of a verv low cost air combat maneuvering trainer aircraft  [NASA-TM-X-73162]  AIRCRAFT MODELS  Periodic control and the optimality of aircraft cruise for fuel consumption minimization  A76-47199  AIRCRAFT NOISE  The layered weather correction for flyover noise testing  [AIAA PAPER 76-995]  Status Report - Subsonic aircraft noise reduction  Update Sept. 1976  [AIAA PAPER 76-921]  Overview of noise aircraft noise pollution and community reaction  A76-45793  FAA's five-year environmental plan, 1976-1980 -	Punctional and reliability requirements concerning RPV's from the point of view of traffic safety and military cost effectiveness  A76-45494  Rain erosion characteristics of Concorde  A76-45700  Gust load regulations passenger aircraft airworthiness  A76-47122  AIRCRAFT SAFETY  Functional and reliability requirements concerning PPV's from the point of view of traffic safety and military cost effectiveness  A76-45494  The significance of high work quality in aircraft maintenance as a contribution to the improvement of safety and efficiency in aircraft operations  A76-45851  Managing safety; Proceedings of the Twenty-eighth International Air Safety Seminar, Amsterdam, "etherlands, November 2-6, 1975  Management and product safety for aircraft A76-46851  Management and product safety trends and comparisons, 1974  A76-46857  Static electrification of aircraft and trial bodies under various meteorological conditions P76-47011  Conflict detection and resolution in the Netherlands ATC-system SARP II  [ICAS PAPDR 76-55]  Bird impact forces in aircraft windshield design [AD-A023628]  AIRCRAFT STABILITY
AIRCRAFT MANBUVERS  For modeling and analysis. I - Pilot's practical aerodynamics for variable geometry wing aircraft  A76-45084  History and development of a system for stall-departure improvement for the A-7 attack aircraft  [AIAA PAPER 76-891]  A76-45379  Accuracy limits in nonsteady flight testing  [ICAS PAPER 76-46]  Ground run maneuvering qualities of aircraft with nose wheel control  [ICAS PAPER 76-47]  A vectored-engine-over-wing propulsive-lift concept  [AIAA PAPER 76-917]  Study of a verv low cost air combat maneuvering trainer aircraft  [NASA-TM-X-73162]  N76-33190  AIRCRAFT MODELS  Periodic control and the optimality of aircraft Cruise for fuel consumption minimization  A76-47199  AIRCRAFT NOISE  The layered weather correction for flyover noise testing  [AIAA PAPER 76-895]  Status Report - Subsonic aircraft noise reduction Update Sept. 1976  [AIAA PAPER 76-921]  Overview of noise aircraft noise pollution and community reaction  A76-45793  FAA's five-year environmental plan, 1976-1980 -  Noise	Punctional and reliability requirements concerning RPV's from the point of view of traffic safety and military cost effectiveness  A76-45494  Rain erosion characteristics of Concorde  A76-45700  Gust load regulations passenger aircraft airworthiness  A76-47122  AIRCRAPT SAPETY  Functional and reliability requirements concerning PPV's from the point of view of traffic safety and military cost effectiveness  A76-45494  The significance of high work quality in aircraft maintenance as a contribution to the improvement of safety and efficiency in aircraft operations  A76-45851  Managing safety; Proceedings of the Twenty-eighth International Air Safety Seminar, Amsterdam, "etherlands, November 2-6, 1975  A76-46851  Management and product safety for aircraft A76-46854  Civil aviation air safety trends and comparisons, 1974  A76-46857  Static electrification of aircraft and trial bodies under various meteorological conditions A76-47011  Conflict detection and resolution in the Netherlands ATC-system SARP II  [ICAS PAPER 76-55]  Bird impact forces in aircraft windshield design [AD-A023628]  AIRCRAPT STABILITY  Investigation of the absolute stability of an
AIRCRAPT MANBUVERS  For modeling and analysis. I - Pilot's practical aerodynamics for variable geometry wing aircraft  A76-45084  History and development of a system for stall-departure improvement for the A-7 attack aircraft  [AIAA PAPER 76-891]  A76-45379  Accuracy limits in nonsteady flight testing  [ICAS PAPER 76-46]  Ground run maneuvering qualities of aircraft with nose wheel control  [ICAS PAPER 76-47]  A Vectored-engine-over-wing propulsive-lift concept  [AIAA PAPER 76-917]  A76-47684  Study of a verv low cost air combat maneuvering trainer aircraft  [NASA-TM-X-73162]  AIRCRAPT MODELS  Periodic control and the optimality of aircraft cruise for fuel consumption minimization  A76-47199  AIRCRAPT NOISE  The layered weather correction for flyover noise testing  [AIAA PAPER 76-895]  Status Report - Subsonic aircraft noise reduction  Update Sept. 1976  [AIAA PAPER 76-921]  OVerview of noise aircraft noise pollution and community reaction  A76-45793  FAA's five-year environmental plan, 1976-1980  Noise  A76-45938  Scale model studies of the effects of wind on	Punctional and reliability requirements concerning RPV's from the point of view of traffic safety and military cost effectiveness  Rain erosion characteristics of Concorde  A76-45494  Rain erosion characteristics of Concorde  A76-45700  Gust load regulations passenger aircraft airworthiness  A76-47122  AIRCRAFT SAFETY  Functional and reliability requirements concerning PPV's from the point of view of traffic safety and military cost effectiveness  A76-45494  The significance of high work quality in aircraft maintenance as a contribution to the improvement of safety and efficiency in aircraft operations  A76-45851  Managing safety; Proceedings of the Twenty-eighth International Air Safety Seminar, Amsterdam, "etherlands, November 2-6, 1975  Management and product safety for aircraft A76-46851  Management and product safety trends and comparisons, 1974  A76-46857  Static electrification of aircraft and trial bodies under various meteorological conditions A76-47011  Conflict detection and resolution in the Netherlands ATC-system SARP II  [ICAS PAPD= 76-55]  Bird impact forces in aircraft vindshield design [AD-A023628]  AIRCRAFT STABILITY  Investigation of the absolute stability of an elastic aircraft during flight on course
AIRCRAFT MANBUVERS  For modeling and analysis. I - Pilot's practical aerodynamics for variable geometry wing aircraft  A76-45084  History and development of a system for stall-departure improvement for the A-7 attack aircraft  [AIAA PAPER 76-891]  A76-45379  Accuracy limits in nonsteady flight testing  [ICAS PAPER 76-46]  Ground run maneuvering qualities of aircraft with nose wheel control  [ICAS PAPER 76-47]  A vectored-engine-over-wing propulsive-lift concept  [AIAA PAPER 76-917]  Study of a verv low cost air combat maneuvering trainer aircraft  [NASA-TM-X-73162]  N76-33190  AIRCRAFT MODELS  Periodic control and the optimality of aircraft Cruise for fuel consumption minimization  A76-47199  AIRCRAFT NOISE  The layered weather correction for flyover noise testing  [AIAA PAPER 76-895]  Status Report - Subsonic aircraft noise reduction Update Sept. 1976  [AIAA PAPER 76-921]  Overview of noise aircraft noise pollution and community reaction  A76-45793  FAA's five-year environmental plan, 1976-1980 -  Noise  A76-45938  Scale model studies of the effects of wind on acoustic barrier performance	Punctional and reliability requirements concerning RPV's from the point of view of traffic safety and military cost effectiveness  A76-45494  Rain erosion characteristics of Concorde  A76-45700  Gust load regulations passenger aircraft airworthiness  A76-47122  AIRCRAPT SAPETY  Punctional and reliability requirements concerning PPV's from the point of view of traffic safety and military cost effectiveness  A76-45494  The significance of high work quality in aircraft maintenance as a contribution to the improvement of safety and efficiency in aircraft operations  A76-45851  Managing safety; Proceedings of the Twenty-eighth International Air Safety Seminar, Amsterdam, "etherlands, November 2-6, 1975  A76-46851  Management and product safety for aircraft A76-46854  Civil aviation air safety trends and comparisons, 1974  A76-46857  Static electrification of aircraft and trial bodies under various meteorological conditions A76-47011  Conflict detection and resolution in the Netherlands ATC-system SARP II  [ICAS PAPER 76-55]  Bird impact forces in aircraft windshield design [AD-A023628]  AIRCRAPT STABILITY  Investigation of the absolute stability of an elastic aircraft during flight on course A76-45371  More effective aircraft stability and control
AIRCRAPT MANBUVERS  For modeling and analysis. I - Pilot's practical aerodynamics for variable geometry wing aircraft  A76-45084  History and development of a system for stall-departure improvement for the A-7 attack aircraft  [AIAA PAPER 76-891]  A76-45379  Accuracy limits in nonsteady flight testing  [ICAS PAPER 76-46]  Ground run maneuvering qualities of aircraft with nose wheel control  [ICAS PAPER 76-47]  A Vectored-engine-over-wing propulsive-lift concept  [AIAA PAPER 76-917]  A76-47684  Study of a verv low cost air combat maneuvering trainer aircraft  [NASA-TM-X-73162]  AIRCRAPT MODELS  Periodic control and the optimality of aircraft cruise for fuel consumption minimization  A76-47199  AIRCRAPT NOISE  The layered weather correction for flyover noise testing  [AIAA PAPER 76-895]  Status Report - Subsonic aircraft noise reduction  Update Sept. 1976  [AIAA PAPER 76-921]  OVerview of noise aircraft noise pollution and community reaction  A76-45793  FAA's five-year environmental plan, 1976-1980  Noise  A76-45938  Scale model studies of the effects of wind on	Punctional and reliability requirements concerning RPV's from the point of view of traffic safety and military cost effectiveness  Rain erosion characteristics of Concorde  A76-45494  Rain erosion characteristics of Concorde  A76-45700  Gust load regulations passenger aircraft airworthiness  A76-47122  AIRCRAFT SAFETY  Functional and reliability requirements concerning PPV's from the point of view of traffic safety and military cost effectiveness  A76-45494  The significance of high work quality in aircraft maintenance as a contribution to the improvement of safety and efficiency in aircraft operations  A76-45851  Managing safety; Proceedings of the Twenty-eighth International Air Safety Seminar, Amsterdam, "etherlands, November 2-6, 1975  Management and product safety for aircraft A76-46851  Management and product safety trends and comparisons, 1974  A76-46857  Static electrification of aircraft and trial bodies under various meteorological conditions A76-47011  Conflict detection and resolution in the Netherlands ATC-system SARP II  [ICAS PAPD= 76-55]  Bird impact forces in aircraft vindshield design [AD-A023628]  AIRCRAFT STABILITY  Investigation of the absolute stability of an elastic aircraft during flight on course
AIRCRAFT MANBUVERS  For modeling and analysis. I - Pilot's practical aerodynamics for variable geometry wing aircraft  A76-45084  History and development of a system for stall-departure improvement for the A-7 attack aircraft  [AIAA PAPER 76-891]  A76-45379  Accuracy limits in nonsteady flight testing  [ICAS PAPER 76-46]  Ground run maneuvering qualities of aircraft with nose wheel control  [ICAS PAPER 76-47]  A vectored-engine-over-wing propulsive-lift concept  [AIAA PAPER 76-917]  A vectored-engine-over-wing propulsive-lift concept  [AIAA PAPER 76-917]  Study of a very low cost air combat maneuvering trainer aircraft  [NASA-TM-X-73162]  AIRCRAFT MODELS  Periodic control and the optimality of aircraft cruise for fuel consumption minimization  A76-47199  AIRCRAFT NOISE  The layered weather correction for flyover noise testing  [AIAA PAPER 76-895]  Status Report - Subsonic aircraft noise reduction  Update Sept. 1976  [AIAA PAPER 76-921]  Overview of noise aircraft noise pollution and community reaction  A76-45793  FAA's five-year environmental plan, 1976-1980 -  Noise  A76-45938  Scale model studies of the effects of wind on acoustic barrier performance	Punctional and reliability requirements concerning RPV's from the point of view of traffic safety and military cost effectiveness  Rain erosion characteristics of Concorde  A76-45494  Rain erosion characteristics of Concorde  A76-45700  Gust load regulations passenger aircraft airworthiness  A76-47122  AIRCRAFT SAFETY  Functional and reliability requirements concerning PPV's from the point of view of traffic safety and military cost effectiveness  A76-45494  The significance of high work quality in aircraft maintenance as a contribution to the improvement of safety and efficiency in aircraft operations  A76-45851  Managing safety; Proceedings of the Twenty-eighth International Air Safety Seminar, Amsterdam, Wetherlands, November 2-6, 1975  Management and product safety for aircraft A76-46854  Civil aviation air safety trends and comparisons, 1974  A76-46857  Static electrification of aircraft and trial bodies under various meteorological conditions A76-47011  Conflict detection and resolution in the Netherlands ATC-system SARP II [ICAS PAPER 76-55]  Bird impact forces in aircraft windshield design [AD-A023628]  AIRCRAFT STABILITY  Investigation of the absolute stability of an elastic aircraft during flight on course A76-45371  Tore effective aircraft stability and control flight testing through use of system

AIRCRAFT STRUCTURES SUBJECT INDEX

New developments and accuracy limits in aircraft	An experimental and computational investigation of
flight testing	the flow field about a transonic airfoil in
[AIAA PAPER 76-897] A76-45384	supercritical flow with turbulent boundary-layer
Response analysis of flexible aircraft with active	separation
control	[ICAS PAPER 76-15] A76-47363
• • • • • • • • • • • • • • • • • • • •	- · · · · · · · · · · · · · · · · · · ·
The art and science of modern flight testing - A	A76-47879
personal view	A critique of transonic aerofoil testing techniques
[ICAS PAPER 76-45] A76-47389	
AIRCRAFT STRUCTURES	Two-dimensional airfoil test facility in the
Damage tolerance assessment of F-4 aircraft	modane-avrieux S3 blowdown wind tunnel
[AIAA PAPER 76-904] A76-45390	
Stability tests involving aircraft structural	AIRPOILS
components	Acoustic radiation and surface pressure
A76-45485	characteristics of an airfoil due to incident
Program definition and preliminary results of a	turbulence
long-term evaluation program of advanced	[NASA-CR-2733] N76-32974
composites for supersonic cruise aircraft	A wind tunnel study of the effects of trailing
applications	edge modifications on the lift-drag ratio of a
A76-45877	
Flight simulation testing equipment for composite	[AD-A023356] N76-33161
material systems	An analytic and experimental study of the effects
A76-45878	
Optimum design of composite primary structure	modifications of a cambered circulation
allcraft components	controlled elliptical airfoil
[ICAS PAPER 76-07] A76-47356	[AD-A023354] N76-33163
A new method for measuring the modal shapes of	AIRPRAME MATERIALS
aircraft structures	Integration of hybrid structure into low-cost
[ICAS PAPER 76-27] A76-47373	aircraft design: Rationale and methodology
Lightning protection of low density aircraft	[AD-A023416] N76-33199
structures	AIRFRAMES
[ICAS PAPER 76-58] A76-47402	
Advances in engine burst containment and finite	associated aircraft equipment
element applications to battle-damaged structure	N76-33336
[AGARD-R-648] N76-32183	AIRLINE OPERATIONS
Finite element applications to battle damaged	Statistical evaluation of econometric air travel
structure	demand models
N76-32185	
Prediction of fatigue crack propagation in	Concorde systems in airline operation
alrcraft materials under variable-amplitude	[AIAA PAPER 76-925] A76-45402
loading	The future of aeronautical transportation;
[VTH-193] N76-32576	
Prevention and combat of corrosion in aircraft	Conference, Princeton, N.J., November 10, 11, 1975
	A76-45776
structures, bibliography	
	0- 11- 5-1 F
N76-33340	On the future of aeronautical transportation
AIRCRAFT SURVIVABILITY	A76-45786
AIRCRAPT SURVIVABILITY Damage tolerance assessment of F-4 aircraft	A76-45786 Governmental regulation of airlines and
AIRCRAFT SURVIVABILITY Damage tolerance assessment of F-4 aircraft [AIAA PAPER 76-904] A76-45390	A76-45786 Governmental regulation of airlines and aircraft industry
AIRCRAFT SURVIVABILITY Damage tolerance assessment of F-4 aircraft [AIAA PAPER 76-904] Means and procedures for obtaining an adequate	A76-45786 Governmental regulation of airlines and aircraft industry A76-45787
AIRCRAFT SURVIVABILITY  Damage tolerance assessment of F-4 aircraft  [AIAA PAPER 76-904]  Means and procedures for obtaining an adequate  survival probability in the case of RPV	A76-45786  Governmental regulation of airlines and aircraft industry  A76-45787  Airline economics, whence, hither and yon from
AIRCRAFT SURVIVABILITY  Damage tolerance assessment of F-4 aircraft [AIAA PAPER 76-904]  Means and procedures for obtaining an adequate survival probability in the case of RPV [DGLR PAPER 76-065]  A76-45488	A76-45786  Governmental regulation of airlines and aircraft industry  A76-45787  Airline economics, whence, hither and yon from viewpoint of future air transportation
AIRCRAFT SURVIVABILITY  Damage tolerance assessment of F-4 aircraft [AIAA PAPER 76-904]  Means and procedures for obtaining an adequate survival probability in the case of RPV [DGLR PAPER 76-065]  A76-45488 AIRCRAFT WAKES	A76-45786  Governmental regulation of airlines and aircraft industry  A76-45787  Airline economics, whence, hither and yon from viewpoint of future air transportation  A76-45789
AIRCRAFT SURVIVABILITY  Damage tolerance assessment of F-4 aircraft [AIAA PAPER 76-904]  Means and procedures for obtaining an adequate survival probability in the case of RPV [DGLR PAPER 76-065]  A76-45488	A76-45786  Governmental regulation of airlines and aircraft industry  A76-45787  Airline economics, whence, hither and yon from viewpoint of future air transportation  A76-45789  The future of aeronautical transportation
AIRCRAFT SURVIVABILITY  Damage tolerance assessment of F-4 aircraft  [AIAA PAPER 76-904]  Means and procedures for obtaining an adequate survival probability in the case of RPV  [DGLR PAPER 76-065]  AIRCRAFT WARES  The effect of wake thickness on the rolling-up process in two dimensions	A76-45786  Governmental regulation of airlines and aircraft industry  A1rline economics, whence, hither and yon from viewpoint of future air transportation  A76-45789  The future of aeronautical transportation  A76-45790
AIRCRAFT SURVIVABILITY  Damage tolerance assessment of F-4 aircraft  [AIAA PAPER 76-904]  Means and procedures for obtaining an adequate  survival probability in the case of RPV  [DGLR PAPER 76-065]  AIRCRAFT WAKES  The effect of wake thickness on the rolling-up  process in two dimensions	A76-45786  Governmental regulation of airlines and aircraft industry  A76-45787  Airline economics, whence, hither and yon from viewpoint of future air transportation  A76-45789  The future of aeronautical transportation  A76-45790
AIRCRAFT SURVIVABILITY  Damage tolerance assessment of F-4 aircraft  [AIAA PAPER 76-904]  Means and procedures for obtaining an adequate survival probability in the case of RPV  [DGLR PAPER 76-065]  AIRCRAFT WAKES  The effect of wake thickness on the rolling-up process in two dimensions [ICAS PAPER 76-34]  A76-47379	A76-45786  Governmental regulation of airlines and aircraft industry  A76-45787  Airline economics, whence, hither and yon from viewpoint of future air transportation  A76-45789  The future of aeronautical transportation  A76-45790  Overview of noise aircraft noise pollution and
AIRCRAFT SURVIVABILITY  Damage tolerance assessment of F-4 aircraft  [AIAA PAPER 76-904]  Means and procedures for obtaining an adequate survival probability in the case of RPV  [DGLR PAPER 76-065]  A76-45488  AIRCRAFT WAKES  The effect of wake thickness on the rolling-up process in two dimensions  [ICAS PAPER 76-34]  Gas turbine transpiration cooling research. Part	A76-45786  Governmental regulation of airlines and aircraft industry  A76-45787  Airline economics, whence, bither and yon from viewpoint of future air transportation  A76-45789  The future of aeronautical transportation  A76-45790  Overview of noise aircraft noise pollution and community reaction
AIRCRAFT SURVIVABILITY  Damage tolerance assessment of F-4 aircraft  [AIAA PAPER 76-904]  Means and procedures for obtaining an adequate survival probability in the case of RPV  [DGLR PAPER 76-065]  A76-45488  AIRCRAFT WAKES  The effect of wake thickness on the rolling-up process in two dimensions  [ICAS PAPER 76-34]  Gas turbine transpiration cooling research. Part  1: An experimental study of turbine airfoil	A76-45786  Governmental regulation of airlines and aircraft industry  A1rline economics, whence, hither and yon from viewpoint of future air transportation  The future of aeronautical transportation  A76-45789  Overview of noise aircraft noise pollution and community reaction  A76-45793
AIRCRAFT SURVIVABILITY  Damage tolerance assessment of F-4 aircraft  [AIAA PAPER 76-904]  Means and procedures for obtaining an adequate survival probability in the case of RPV [DGLR PAPER 76-065]  AIRCRAFT WAKES  The effect of wake thickness on the rolling-up process in two dimensions [ICAS PAPER 76-34]  Gas turbine transpiration cooling research. Part 1: An experimental study of turbine airfoil wakes as influenced by upstream nozzle vanes	A76-45786  Governmental regulation of airlines and aircraft industry  A76-45787  Airline economics, whence, hither and yon from viewpoint of future air transportation  A76-45789  The future of aeronautical transportation  A76-45790  Overview of noise aircraft noise pollution and community reaction  A76-45793  An analysis of U.S. air carrier jet accidents for
AIRCRAFT SURVIVABILITY  Damage tolerance assessment of F-4 aircraft  [AIAA PAPER 76-904]  Means and procedures for obtaining an adequate survival probability in the case of RPV  [DGLR PAPER 76-065]  A76-45488  AIRCRAFT WAKES  The effect of wake thickness on the rolling-up process in two dimensions  [ICAS PAPER 76-34]  Gas turbine transpiration cooling research. Part  1: An experimental study of turbine airfoil wakes as influenced by upstream nozzle vanes  [AD-A023445]  N76-32193	A76-45786  Governmental regulation of airlines and aircraft industry  A76-45787  Airline economics, whence, hither and yon from viewpoint of future air transportation  A76-45789  The future of aeronautical transportation  A76-45790  Overview of noise aircraft noise pollution and community reaction  A76-45793  An analysis of U.S. air carrier jet accidents for 1974
AIRCRAFT SURVIVABILITY  Damage tolerance assessment of F-4 aircraft  [AIAA PAPER 76-904]  Means and procedures for obtaining an adequate survival probability in the case of RPV  [DGLR PAPER 76-065]  A76-45488  AIRCRAFT WAKES  The effect of wake thickness on the rolling-up process in two dimensions  [ICAS PAPER 76-34]  Gas turbine transpiration cooling research. Part  1: An experimental study of turbine airfoil wakes as influenced by upstream nozzle vanes  [AD-A023445]  AIRFIELD SURFACE MOVEMENTS	A76-45786  Governmental regulation of airlines and aircraft industry  A76-45787  Airline economics, whence, hither and yon from viewpoint of future air transportation  A76-45789  The future of aeronautical transportation  A76-45790  Overview of noise aircraft noise pollution and community reaction  A76-45793  An analysis of U.S. air carrier jet accidents for 1974  A76-46853
AIRCRAFT SURVIVABILITY  Damage tolerance assessment of F-4 aircraft [AIAA PAPER 76-904]  Means and procedures for obtaining an adequate survival probability in the case of RPV [DGLR PAPER 76-065]  AIRCRAFT WAKES  The effect of wake thickness on the rolling-up process in two dimensions [ICAS PAPER 76-34]  Gas turbine transpiration cooling research. Part 1: An experimental study of turbine airfoil wakes as influenced by upstream nozzle vanes [AD-A023445]  AIRFIELD SURFACE HOVEMENTS  Airports and community design considerations for	A76-45786  Governmental regulation of airlines and aircraft industry  A76-45787  Airline economics, whence, hither and yon from viewpoint of future air transportation  A76-45789  The future of aeronautical transportation  A76-45790  Overview of noise aircraft noise pollution and community reaction  A76-45793  An analysis of U.S. air carrier jet accidents for 1974  A76-46853  Civil aviation air safety trends and comparisons,
AIRCRAFT SURVIVABILITY  Damage tolerance assessment of F-4 aircraft  [AIAA PAPER 76-904]  Means and procedures for obtaining an adequate survival probability in the case of RPV  [DGLR PAPER 76-065]  A76-45488  AIRCRAFT WAKES  The effect of wake thickness on the rolling-up process in two dimensions  [ICAS PAPER 76-34]  Gas turbine transpiration cooling research. Part  1: An experimental study of turbine airfoil wakes as influenced by upstream nozzle vanes  [AD-A023445]  AIRFIELD SURFACE MOVEMENTS	A76-45786  Governmental regulation of airlines and aircraft industry  A76-45787  Airline economics, whence, hither and yon from viewpoint of future air transportation  A76-45789  The future of aeronautical transportation  A76-45790  Overview of noise aircraft noise pollution and community reaction  A76-45793  An analysis of U.S. air carrier jet accidents for 1974  A76-46853  Civil aviation air safety trends and comparisons, 1974
AIRCRAFT SURVIVABILITY  Damage tolerance assessment of F-4 aircraft [AIAA PAPER 76-904]  Means and procedures for obtaining an adequate survival probability in the case of RPV [DGLR PAPER 76-065]  AIRCRAFT WAKES  The effect of wake thickness on the rolling-up process in two dimensions [ICAS PAPER 76-34]  Gas turbine transpiration cooling research. Part 1: An experimental study of turbine airfoil wakes as influenced by upstream nozzle vanes [AD-A023445]  AIRFIELD SURFACE HOVEMENTS  Airports and community design considerations for	A76-45786  Governmental regulation of airlines and aircraft industry  A76-45787  Airline economics, whence, hither and yon from viewpoint of future air transportation  A76-45789  The future of aeronautical transportation  A76-45790  Overview of noise aircraft noise pollution and community reaction  A76-45793  An analysis of U.S. air carrier jet accidents for 1974  A76-46853  Civil aviation air safety trends and comparisons,
AIRCRAFT SURVIVABILITY  Damage tolerance assessment of P-4 aircraft  [AIAA PAPER 76-904]  Means and procedures for obtaining an adequate survival probability in the case of RPV [DGLR PAPER 76-065]  A76-45488  AIRCRAFT WAKES  The effect of wake thickness on the rolling-up process in two dimensions [ICAS PAPER 76-34]  Gas turbine transpiration cooling research. Part 1: An experimental study of turbine airfoil wakes as influenced by upstream nozzle vanes [AD-A023445]  AIRFIELD SURFACE MOVEMENTS Airports and community design considerations for aircraft noise alleviations	A76-45786  Governmental regulation of airlines and aircraft industry  A1rline economics, whence, hither and yon from viewpoint of future air transportation  A76-45789  The future of aeronautical transportation  A76-45790  Overview of noise aircraft noise pollution and community reaction  A76-45793  An analysis of U.S. air carrier jet accidents for 1974  A76-46853  Civil aviation air safety trends and comparisons, 1974  A76-46857
AIRCRAFT SURVIVABILITY  Damage tolerance assessment of P-4 aircraft [AIAA PAPER 76-904]  Means and procedures for obtaining an adequate survival probability in the case of RPV [DGLR PAPER 76-065]  AIRCRAFT WAKES  The effect of wake thickness on the rolling-up process in two dimensions [ICAS PAPER 76-34]  Gas turbine transpiration cooling research. Part 1: An experimental study of turbine airfoil wakes as influenced by upstream nozzle vanes [AD-A023445]  AIRFIELD SURFACE HOVEMENTS  Airports and community design considerations for aircraft noise alleviations  A76-46535  Ground run maneuvering qualities of aircraft with	A76-45786  Governmental regulation of airlines and aircraft industry  A76-45787  Airline economics, whence, hither and yon from viewpoint of future air transportation  A76-45789  The future of aeronautical transportation  A76-45790  Overview of noise aircraft noise pollution and community reaction  A76-45793  An analysis of U.S. air carrier jet accidents for 1974  A76-46853  Civil aviation air safety trends and comparisons, 1974  Basics of the planning of modern aircraft
AIRCRAFT SURVIVABILITY  Damage tolerance assessment of F-4 aircraft  [AIAA PAPER 76-904]  Means and procedures for obtaining an adequate survival probability in the case of RPV  [DGLR PAPER 76-065]  A76-45488  AIRCRAFT WAKES  The effect of wake thickness on the rolling-up process in two dimensions  [ICAS PAPER 76-34]  Gas turbine transpiration cooling research. Part  1: An experimental study of turbine airfoil wakes as influenced by upstream nozzle vanes  [AD-A023445]  AIRTELD SURFACE MOVEMENTS  Airports and community design considerations for aircraft noise alleviations  A76-46535  Ground run maneuvering qualities of aircraft with nose wheel control	A76-45786 Governmental regulation of airlines and aircraft industry  A76-45787 Airline economics, whence, hither and yon from viewpoint of future air transportation  A76-45789 The future of aeronautical transportation  A76-45790 Overview of noise aircraft noise pollution and community reaction  A76-45793 An analysis of U.S. air carrier jet accidents for 1974  A76-46853 Civil aviation air safety trends and comparisons, 1974  A76-46857 Basics of the planning of modern aircraft technical maintenance systems
AIRCRAFT SURVIVABILITY  Damage tolerance assessment of P-4 aircraft  [AIAA PAPER 76-904]  Means and procedures for obtaining an adequate survival probability in the case of RPV  [DGLR PAPER 76-065]  A76-45488  AIRCRAFT WAKES  The effect of wake thickness on the rolling-up process in two dimensions  [ICAS PAPER 76-34]  Gas turbine transpiration cooling research. Part  1: An experimental study of turbine airfoil wakes as influenced by upstream nozzle vanes  [AD-A023445]  AIRPIELD SURFACE MOVEMENTS  Airports and community design considerations for aircraft noise alleviations  Ground run maneuvering qualities of aircraft with nose wheel control  [ICAS PAPER 76-47]  A76-47391	A76-45786  Governmental regulation of airlines and aircraft industry  A76-45787  Airline economics, whence, hither and yon from viewpoint of future air transportation  A76-45789  The future of aeronautical transportation  A76-45790  Overview of noise aircraft noise pollution and community reaction  A76-45793  An analysis of U.S. air carrier jet accidents for 1974  A76-46853  Civil aviation air safety trends and comparisons, 1974  Basics of the planning of modern aircraft technical maintenance systems
AIRCRAFT SURVIVABILITY  Damage tolerance assessment of F-4 aircraft [AIAA PAPER 76-904]  Means and procedures for obtaining an adequate survival probability in the case of RPV [DGLR PAPER 76-065]  AIRCRAFT WAKES  The effect of wake thickness on the rolling-up process in two dimensions [ICAS PAPER 76-34] Gas turbine transpiration cooling research. Part 1: An experimental study of turbine airfoil wakes as influenced by upstream nozzle vanes [AD-A023445]  AIRFIELD SURFACE HOVEMENTS Airports and community design considerations for aircraft noise alleviations  Ground run maneuvering qualities of aircraft with nose wheel control [ICAS PAPER 76-47]  AIRFOIL PROFILES	A76-45786 Governmental regulation of airlines and aircraft industry  A1rline economics, whence, hither and yon from viewpoint of future air transportation  A76-45787  The future of aeronautical transportation  A76-45790 Overview of noise aircraft noise pollution and community reaction  A76-45793  An analysis of U.S. air carrier jet accidents for 1974  A76-46853 Civil aviation air safety trends and comparisons, 1974  A76-46857 Basics of the planning of modern aircraft technical maintenance systems  A76-47114 Operational experience on Concorde
AIRCRAFT SURVIVABILITY  Damage tolerance assessment of F-4 aircraft  [AIAA PAPER 76-904]  Means and procedures for obtaining an adequate survival probability in the case of RPV [DGLR PAPER 76-065]  A76-45488  AIRCRAFT WAKES  The effect of wake thickness on the rolling-up process in two dimensions [ICAS PAPER 76-34]  Gas turbine transpiration cooling research. Part  1: An experimental study of turbine airfoil wakes as influenced by upstream nozzle vanes [AD-A023445]  AIRFIELD SURFACE MOVEMENTS  Airports and community design considerations for aircraft noise alleviations  A76-46535  Ground run maneuvering qualities of aircraft with nose wheel control [ICAS PAPER 76-47]  AIRFOIL PROFILES  Svmmetrical singularity model for lifting	A76-45786  Governmental regulation of airlines and aircraft industry  A76-45787  Airline economics, whence, hither and yon from viewpoint of future air transportation  A76-45789  The future of aeronautical transportation  A76-45790  Overview of noise aircraft noise pollution and community reaction  A76-45793  An analysis of U.S. air carrier jet accidents for 1974  A76-46853  Civil aviation air safety trends and comparisons, 1974  Basics of the planning of modern aircraft technical maintenance systems
AIRCRAFT SURVIVABILITY  Damage tolerance assessment of F-4 aircraft [AIAA PAPER 76-904]  Means and procedures for obtaining an adequate survival probability in the case of RPV [DGLR PAPER 76-065]  AIRCRAFT WAKES  The effect of wake thickness on the rolling-up process in two dimensions [ICAS PAPER 76-34] Gas turbine transpiration cooling research. Part 1: An experimental study of turbine airfoil wakes as influenced by upstream nozzle vanes [AD-A023445]  AIRFIELD SURFACE HOVEMENTS Airports and community design considerations for aircraft noise alleviations  Ground run maneuvering qualities of aircraft with nose wheel control [ICAS PAPER 76-47]  AIRFOIL PROFILES	A76-45786 Governmental regulation of airlines and aircraft industry  A1rline economics, whence, hither and yon from viewpoint of future air transportation  A76-45787  The future of aeronautical transportation  A76-45790 Overview of noise aircraft noise pollution and community reaction  A76-45793  An analysis of U.S. air carrier jet accidents for 1974  A76-46853 Civil aviation air safety trends and comparisons, 1974  A76-46857 Basics of the planning of modern aircraft technical maintenance systems  A76-47114 Operational experience on Concorde
AIRCRAFT SURVIVABILITY  Damage tolerance assessment of P-4 aircraft  [AIAA PAPER 76-904] A76-45390  Means and procedures for obtaining an adequate survival probability in the case of RPV [DGLR PAPER 76-065] A76-45488  AIRCRAFT WAKES  The effect of wake thickness on the rolling-up process in two dimensions [ICAS PAPER 76-34] A76-47379  Gas turbine transpiration cooling research. Part 1: An experimental study of turbine airfoil wakes as influenced by upstream nozzle vanes [AD-A023445] N76-32193  AIRFIELD SURFACE MOVEMENTS Airports and community design considerations for aircraft noise alleviations  Ground run maneuvering qualities of aircraft with nose wheel control [ICAS PAPER 76-47] A76-47391  AIRFOIL PROFILES  Symmetrical singularity model for lifting potential flow analysis	A76-45786  Governmental regulation of airlines and aircraft industry  A1rline economics, whence, hither and yon from viewpoint of future air transportation  A76-45789  The future of aeronautical transportation  A76-45790  Overview of noise aircraft noise pollution and community reaction  A76-45793  An analysis of U.S. air carrier jet accidents for 1974  A76-46853  Civil aviation air safety trends and comparisons, 1974  Basics of the planning of modern aircraft technical maintenance systems  A76-47114  Operational experience on Concorde  [ICAS PAPER 76-44]  AIRPORT PLANNING
AIRCRAFT SURVIVABILITY  Damage tolerance assessment of P-4 aircraft  [AIAA PAPER 76-904]  Means and procedures for obtaining an adequate survival probability in the case of RPV [DGLR PAPER 76-065]  AIRCRAFT WAKES  The effect of wake thickness on the rolling-up process in two dimensions [ICAS PAPER 76-34] Gas turbine transpiration cooling research. Part 1: An experimental study of turbine airfoil wakes as influenced by upstream nozzle vanes [AD-A023445]  AIRFIELD SURFACE MOVEMENTS Airports and community design considerations for aircraft noise alleviations  A76-46535  Ground run maneuvering qualities of aircraft with nose wheel control [ICAS PAPER 76-47]  AIRFOIL PROFILES  Symmetrical singularity model for lifting potential flow analysis	A76-45786  Governmental regulation of airlines and aircraft industry  A1-45787  Airline economics, whence, hither and yon from viewpoint of future air transportation  A76-45789  The future of aeronautical transportation  A76-45790  Overview of noise aircraft noise pollution and community reaction  A76-45793  An analysis of U.S. air carrier jet accidents for 1974  A76-46853  Civil aviation air safety trends and comparisons, 1974  Basics of the planning of modern aircraft technical maintenance systems  A76-47114  Operational experience on Concorde  [ICAS PAPSE 76-44]  AIRPORT PLANNING  Overview of noise aircraft noise pollution and
AIRCRAFT SURVIVABILITY Damage tolerance assessment of F-4 aircraft [AIAA PAPER 76-904] Means and procedures for obtaining an adequate survival probability in the case of RPV [DGLR PAPER 76-065]  A76-45488  AIRCRAFT WAKES The effect of wake thickness on the rolling-up process in two dimensions [ICAS PAPER 76-34] Gas turbine transpiration cooling research. Part 1: An experimental study of turbine airfoil wakes as influenced by upstream nozzle vanes [AD-A023445] N76-32193  AIRFIELD SURFACE HOVEMENTS Airports and community design considerations for aircraft noise alleviations Ground run maneuvering qualities of aircraft with nose wheel control [ICAS PAPER 76-47] AIRFOIL PROFILES Symmetrical singularity model for lifting potential flow analysis  A76-45098 A wind turnel study of a circulation-controlled	A76-45786 Governmental regulation of airlines and aircraft industry  A76-45787 Airline economics, whence, hither and yon from viewpoint of future air transportation  A76-45789 The future of aeronautical transportation  A76-45790 Overview of noise aircraft noise pollution and community reaction  A76-45793 An analysis of U.S. air carrier jet accidents for 1974  A76-46853 Civil aviation air safety trends and comparisons, 1974  Basics of the planning of modern aircraft technical maintenance systems  A76-47114 Operational experience on Concorde [ICAS PAPER 76-44] A76-47388 AIRPORT PLANNING Overview of noise aircraft noise pollution and community reaction
AIRCRAFT SURVIVABILITY  Damage tolerance assessment of P-4 aircraft  [AIAA PAPER 76-904]  Means and procedures for obtaining an adequate survival probability in the case of RPV [DGLR PAPER 76-065]  A76-45488  AIRCRAFT WAKES  The effect of wake thickness on the rolling-up process in two dimensions [ICAS PAPER 76-34]  Gas turbine transpiration cooling research. Part 1: An experimental study of turbine airfoil wakes as influenced by upstream nozzle vanes [AD-A023445]  AIRFIELD SURFACE MOVEMENTS  Airports and community design considerations for aircraft noise alleviations  Ground run maneuvering qualities of aircraft with nose wheel control [ICAS PAPER 76-47]  AIRFOIL PROFILES  Symmetrical singularity model for lifting potential flow analysis  A 76-45098  A wind turnel study of a circulation-controlled elliptical airfoil	A76-45786  Governmental regulation of airlines and aircraft industry  Airline economics, whence, hither and yon from viewpoint of future air transportation  A76-45789  The future of aeronautical transportation  A76-45790  Overview of noise aircraft noise pollution and community reaction  A76-45793  An analysis of U.S. air carrier jet accidents for 1974  A76-46853  Civil aviation air safety trends and comparisons, 1974  Basics of the planning of modern aircraft technical maintenance systems  A76-47114  Operational experience on Concorde  [ICAS PAPER 76-44]  AIRPORT PLANNING  Overview of noise aircraft noise pollution and community reaction  A76-45793
AIRCRAFT SURVIVABILITY  Damage tolerance assessment of P-4 aircraft  [AIAA PAPER 76-904]  Means and procedures for obtaining an adequate survival probability in the case of RPV [DGLR PAPER 76-065]  AIRCRAFT WAKES  The effect of wake thickness on the rolling-up process in two dimensions [ICAS PAPER 76-34]  Gas turbine transpiration cooling research. Part  1: An experimental study of turbine airfoil wakes as influenced by upstream nozzle vanes [AD-A023445]  AIRFIELD SURFACE HOVEMENTS  Airports and community design considerations for aircraft noise alleviations  A76-46535  Ground run maneuvering qualities of aircraft with nose wheel control [ICAS PAPER 76-47]  AIRFOIL PROFILES  Symmetrical singularity model for lifting potential flow analysis  A 76-45098  A wind turnel study of a circulation-controlled elliptical airfoil [AIAA PAPER 76-933]  A76-45390	A76-45786  Governmental regulation of airlines and aircraft industry  A1rline economics, whence, hither and yon from viewpoint of future air transportation  A76-45789  The future of aeronautical transportation  A76-45790  Overview of noise aircraft noise pollution and community reaction  A76-45793  An analysis of U.S. air carrier jet accidents for 1974  A76-46853  Civil aviation air safety trends and comparisons, 1974  A76-46857  Basics of the planning of modern aircraft technical maintenance systems  A76-47114  Operational experience on Concorde  [ICAS PAPER 76-44]  A1RPORT PLANNING  Overview of noise aircraft noise pollution and community reaction  A76-45793  PAA's five-year environmental plan, 1976-1980 -
AIRCRAFT SURVIVABILITY Damage tolerance assessment of F-4 aircraft [AIAA PAPER 76-904] A76-45390 Means and procedures for obtaining an adequate survival probability in the case of RPV [DGLR PAPER 76-065] A76-45488  AIRCRAFT WAKES The effect of wake thickness on the rolling-up process in two dimensions [ICAS PAPER 76-34] A76-47379 Gas turbine transpiration cooling research. Part 1: An experimental study of turbine airfoil wakes as influenced by upstream nozzle vanes [AD-A023445] N76-32193  AIRFIELD SURFACE MOVEMENTS Airports and community design considerations for aircraft noise alleviations Ground run maneuvering qualities of aircraft with nose wheel control [ICAS PAPER 76-47] A76-47391  AIRFOIL PROFILES Symmetrical singularity model for lifting potential flow analysis  A76-45098 A wind turnel study of a circulation-controlled elliptical airfoil [AIAA PAPER 76-933] A76-45409 Yeasured pressure distributions on an airfoil with	A76-45786  Governmental regulation of airlines and aircraft industry  A76-45787  Airline economics, whence, hither and yon from viewpoint of future air transportation  A76-45789  The future of aeronautical transportation  A76-45790  Overview of noise aircraft noise pollution and community reaction  A76-45793  An analysis of U.S. air carrier jet accidents for 1974  A76-46853  Civil aviation air safety trends and comparisons, 1974  Basics of the planning of modern aircraft technical maintenance systems  A76-47114  Operational experience on Concorde  [ICAS PAPER 76-44]  A76-47388  AIRPORT PLANNING  Overview of noise aircraft noise pollution and community reaction  A76-45793  PAN's five-year environmental plan, 1976-1980 - Noise
AIRCRAFT SURVIVABILITY  Damage tolerance assessment of P-4 aircraft  [AIAA PAPER 76-904]  Means and procedures for obtaining an adequate survival probability in the case of RPV [DGLR PAPER 76-065]  A76-45488  AIRCRAFT WAKES  The effect of wake thickness on the rolling-up process in two dimensions [ICAS PAPER 76-34]  Gas turbine transpiration cooling research. Part  1: An experimental study of turbine airfoil wakes as influenced by upstream nozzle vanes [AD-A023445]  AIRFIELD SURFACE MOVEMENTS  Airports and community design considerations for aircraft noise alleviations  A76-46535  Ground run maneuvering qualities of aircraft with nose wheel control [ICAS PAPER 76-47]  AIRFOIL PROFILES  Symmetrical singularity model for lifting potential flow analysis  A76-45098  A wind turnel study of a circulation-controlled elliptical airfoil [AIAA PAPER 76-933]  Measured pressure distributions on an airfoil with oscillating jet flap	A76-45786  Governmental regulation of airlines and aircraft industry  Airline economics, whence, hither and yon from viewpoint of future air transportation  A76-45789  The future of aeronautical transportation  A76-45790  Overview of noise aircraft noise pollution and community reaction  A76-45793  An analysis of U.S. air carrier jet accidents for 1974  A76-46853  Civil aviation air safety trends and comparisons, 1974  Basics of the planning of modern aircraft technical maintenance systems  A76-47114  Operational experience on Concorde  [ICAS PAP2R 76-44]  AIRPORT PLANNING  Overview of noise aircraft noise pollution and community reaction  A76-45793  PAA's five-year environmental plan, 1976-1980 - Noise
AIRCRAFT SURVIVABILITY  Damage tolerance assessment of P-4 aircraft  [AIAA PAPER 76-904]  Means and procedures for obtaining an adequate survival probability in the case of RPV [DGLR PAPER 76-065]  AIRCRAFT WAKES  The effect of wake thickness on the rolling-up process in two dimensions [ICAS PAPER 76-34]  Gas turbine transpiration cooling research. Part  1: An experimental study of turbine airfoil wakes as influenced by upstream nozzle vanes [AD-A023445]  AIRFIELD SURFACE HOVEMENTS  Airports and community design considerations for aircraft noise alleviations  A76-46535  Ground run maneuvering qualities of aircraft with nose wheel control [ICAS PAPER 76-47]  AIRFOIL PROFILES  Symmetrical singularity model for lifting potential flow analysis  A wind turnel study of a circulation-controlled elliptical airfoil [AIAA PAPER 76-933] Yeasured pressure distributions on an airfoil with oscillating jet flap	A76-45786  Governmental regulation of airlines and aircraft industry  Airline economics, whence, hither and yon from viewpoint of future air transportation  A76-45789  The future of aeronautical transportation  A76-45790  Overview of noise aircraft noise pollution and community reaction  A76-45793  An analysis of U.S. air carrier jet accidents for 1974  A76-46853  Civil aviation air safety trends and comparisons, 1974  A76-46857  Basics of the planning of modern aircraft technical maintenance systems  A76-47114  Operational experience on Concorde  [ICAS PAPER 76-44]  AIRPORT PLANNING  Overview of noise aircraft noise pollution and community reaction  A76-45793  PAN's five-year environmental plan, 1976-1980 -  Noise
AIRCRAFT SURVIVABILITY  Damage tolerance assessment of P-4 aircraft  [AIAA PAPER 76-904]  Means and procedures for obtaining an adequate survival probability in the case of RPV [DGLR PAPER 76-065]  AIRCRAFT WAKES  The effect of wake thickness on the rolling-up process in two dimensions [ICAS PAPER 76-34]  Gas turbine transpiration cooling research. Part  1: An experimental study of turbine airfoil wakes as influenced by upstream nozzle vanes [AD-A023445]  AIRFIELD SURFACE HOVEMENTS  Airports and community design considerations for aircraft noise alleviations  A76-46535  Ground run maneuvering qualities of aircraft with nose wheel control [ICAS PAPER 76-47]  AIRFOIL PROFILES  Symmetrical singularity model for lifting potential flow analysis  A wind turnel study of a circulation-controlled elliptical airfoil [AIAA PAPER 76-933] Yeasured pressure distributions on an airfoil with oscillating jet flap	A76-45786  Governmental regulation of airlines and aircraft industry  Airline economics, whence, hither and yon from viewpoint of future air transportation  A76-45789  The future of aeronautical transportation  A76-45790  Overview of noise aircraft noise pollution and community reaction  A76-45793  An analysis of U.S. air carrier jet accidents for 1974  A76-46853  Civil aviation air safety trends and comparisons, 1974  Basics of the planning of modern aircraft technical maintenance systems  A76-47114  Operational experience on Concorde  [ICAS PAP2R 76-44]  AIRPORT PLANNING  Overview of noise aircraft noise pollution and community reaction  A76-45793  PAA's five-year environmental plan, 1976-1980 - Noise
AIRCRAFT SURVIVABILITY Damage tolerance assessment of F-4 aircraft [AIAA PAPER 76-904] A76-45390 Means and procedures for obtaining an adequate survival probability in the case of RPV [DGLR PAPER 76-065] A76-45488  AIRCRAFT WAKES The effect of wake thickness on the rolling-up process in two dimensions [ICAS PAPER 76-34] A76-47379 Gas turbine transpiration cooling research. Part 1: An experimental study of turbine airfoil wakes as influenced by upstream nozzle vanes [AD-A023445] N76-32193  AIRFIELD SURFACE MOVEMENTS Airports and community design considerations for aircraft noise alleviations Ground run maneuvering qualities of aircraft with nose wheel control [ICAS PAPER 76-47] A76-47391  AIRFOIL PROFILES Symmetrical singularity model for lifting potential flow analysis  A76-45098 A wind turnel study of a circulation-controlled elliptical airfoil [AIAA PAPER 76-933] A76-45409 Yeasured pressure distributions on an airfoil with oscillating jet flap  A76-45760 Designing the 1985 VATLIT Very Advanced	A76-45786  Governmental regulation of airlines and aircraft industry  A76-45787  Airline economics, whence, hither and yon from viewpoint of future air transportation  A76-45789  The future of aeronautical transportation  A76-45790  Overview of noise aircraft noise pollution and community reaction  A76-45793  An analysis of U.S. air carrier jet accidents for 1974  A76-46853  Civil aviation air safety trends and comparisons, 1974  Basics of the planning of modern aircraft technical maintenance systems  A76-46857  Operational experience on Concorde  [ICAS PAP2R 76-44]  A76-47388  AIRPORT PLANNING  Overview of noise aircraft noise pollution and community reaction  A76-45793  PAN's five-year environmental plan, 1976-1980 -  Noise  A76-45938  Operational techniques for reducing noise  A76-46534
AIRCRAFT SURVIVABILITY  Damage tolerance assessment of P-4 aircraft  [AIAA PAPER 76-904] A76-45390  Means and procedures for obtaining an adequate survival probability in the case of RPV  [DGLR PAPER 76-065] A76-45488  AIRCRAFT WAKES  The effect of wake thickness on the rolling-up process in two dimensions  [ICAS PAPER 76-34] A76-47379  Gas turbine transpiration cooling research. Part  1: An experimental study of turbine airfoil wakes as influenced by upstream nozzle vanes  [AD-A023445] N76-32193  AIRFIELD SURFACE MOVEMENTS  Airports and community design considerations for aircraft noise alleviations  A76-46535  Ground run maneuvering qualities of aircraft with nose wheel control [ICAS PAPER 76-47] A76-47391  AIRFOIL PROFILES  Symmetrical singularity model for lifting potential flow analysis  A76-45098  A wind turnel study of a circulation-controlled elliptical airfoil [AIAA PAPER 76-933] A76-45409  Teasured pressure distributions on an airfoil with oscillating jet flap  Designing the 1985 VATLIT Very Advanced Technology Light Twin for general aviation	A76-45786  Governmental regulation of airlines and aircraft industry  Airline economics, whence, hither and yon from viewpoint of future air transportation  A76-45789  The future of aeronautical transportation  A76-45790  Overview of noise aircraft noise pollution and community reaction  A76-45793  An analysis of U.S. air carrier jet accidents for 1974  A76-46853  Civil aviation air safety trends and comparisons, 1974  A76-46857  Basics of the planning of modern aircraft technical maintenance systems  A76-47114  Operational experience on Concorde  [ICAS PAPER 76-44]  AIRPORT PLANNING  Overview of noise aircraft noise pollution and community reaction  A76-45793  PAN's five-year environmental plan, 1976-1980 -  Noise  A76-45938  Operational techniques for reducing noise  A76-46534  Airports and community design considerations for
AIRCRAFT SURVIVABILITY  Damage tolerance assessment of P-4 aircraft  [AIAA PAPER 76-904]  Means and procedures for obtaining an adequate survival probability in the case of RPV [DGLR PAPER 76-065]  AIRCRAFT WAKES  The effect of wake thickness on the rolling-up process in two dimensions [ICAS PAPER 76-34]  Gas turbine transpiration cooling research. Part  1: An experimental study of turbine airfoil wakes as influenced by upstream nozzle vanes [AD-A023445]  AIRFIELD SURFACE MOVEMENTS  Airports and community design considerations for aircraft noise alleviations  A76-46535  Ground run maneuvering qualities of aircraft with nose wheel control [ICAS PAPER 76-47]  AIRFOIL PROFILES  Symmetrical singularity model for lifting potential flow analysis  A76-45098  A wind turnel study of a circulation-controlled elliptical airfoil [AIAA PAPER 76-933] Yeasured pressure distributions on an airfoil with oscillating jet flap  Designing the 1985 VATLIT Very Advanced Technology Light Twin for general aviation  A76-45635	A76-45786  Governmental regulation of airlines and aircraft industry  A1rline economics, whence, hither and yon from viewpoint of future air transportation  A76-45789  The future of aeronautical transportation  A76-45790  Overview of noise aircraft noise pollution and community reaction  A76-45793  An analysis of U.S. air carrier jet accidents for 1974  A76-46853  Civil aviation air safety trends and comparisons, 1974  A76-46857  Basics of the planning of modern aircraft technical maintenance systems  A76-47114  Operational experience on Concorde  [ICAS PAPER 76-44]  A76-47388  AIRPORT PLANNING  Overview of noise aircraft noise pollution and community reaction  A76-45793  PAA's five-year environmental plan, 1976-1980 -  Noise  A76-4534  Airports and community design considerations for aircraft noise alleviations
AIRCRAFT SURVIVABILITY  Damage tolerance assessment of F-4 aircraft  [AIAA PAPER 76-904]  Means and procedures for obtaining an adequate survival probability in the case of RPV [DGLR PAPER 76-065]  AIRCRAFT WAKES  The effect of wake thickness on the rolling-up process in two dimensions [ICAS PAPER 76-34]  Gas turbine transpiration cooling research. Part  1: An experimental study of turbine airfoil wakes as influenced by upstream nozzle vanes [AD-A023445]  AIRPIELD SURFACE MOVEMENTS  Airports and community design considerations for aircraft noise alleviations  Ground run maneuvering qualities of aircraft with nose wheel control [ICAS PAPER 76-47]  AIRFOIL PROFILES  Symmetrical singularity model for lifting potential flow analysis  A wind turnel study of a circulation-controlled elliptical airfoil [AIAA PAPER 76-933] Measured pressure distributions on an airfoil with oscillating jet flap  A76-45760  Designing the 1985 VATLIT Very Advanced Technology Light Twin for general aviation  Evaluation of the noise emitted by a single	A76-45786  Governmental regulation of airlines and aircraft industry  Airline economics, whence, hither and yon from viewpoint of future air transportation  A76-45789  The future of aeronautical transportation  A76-45790  Overview of noise aircraft noise pollution and community reaction  A76-45793  An analysis of U.S. air carrier jet accidents for 1974  A76-46853  Civil aviation air safety trends and comparisons, 1974  Basics of the planning of modern aircraft technical maintenance systems  A76-47114  Operational experience on Concorde  [ICAS PAPER 76-44]  AIRPORT PLANNING  Overview of noise aircraft noise pollution and community reaction  A76-45793  Pak's five-year environmental plan, 1976-1980 - Noise  Operational techniques for reducing noise  A76-4534  Airports and community design considerations for aircraft noise alleviations
AIRCRAFT SURVIVABILITY  Damage tolerance assessment of P-4 aircraft  [AIAA PAPER 76-904]  Means and procedures for obtaining an adequate survival probability in the case of RPV [DGLR PAPER 76-065]  A76-45488  AIRCRAFT WAKES  The effect of wake thickness on the rolling-up process in two dimensions [ICAS PAPER 76-34]  Gas turbine transpiration cooling research. Part  1: An experimental study of turbine airfoil wakes as influenced by upstream nozzle vanes [AD-A023445]  AIRFIELD SURFACE MOVEMENTS  Airports and community design considerations for aircraft noise alleviations  Ground run maneuvering qualities of aircraft with nose wheel control [ICAS PAPER 76-47]  A76-47391  AIRFOIL PROFILES  Symmetrical singularity model for lifting potential flow analysis  A76-45098  A wind turnel study of a circulation-controlled elliptical airfoil [AIAA PAPER 76-933]  Measured pressure distributions on an airfoil with oscillating jet flap  Designing the 1985 VATLIT Very Advanced Technology Light Twin for general aviation  A76-46265  Evaluation of the noise emitted by a single profile encountering a wake	A76-45786  Governmental regulation of airlines and aircraft industry  Airline economics, whence, hither and yon from viewpoint of future air transportation  A76-45789  The future of aeronautical transportation  A76-45790  Overview of noise aircraft noise pollution and community reaction  A76-45793  An analysis of U.S. air carrier jet accidents for 1974  A76-46853  Civil aviation air safety trends and comparisons, 1974  A76-46857  Basics of the planning of modern aircraft technical maintenance systems  A76-47114  Operational experience on Concorde  [ICAS PAPER 76-44]  AIRPORT PLANNING  Overview of noise aircraft noise pollution and community reaction  A76-45793  PAN's five-year environmental plan, 1976-1980 -  Noise  A76-4534  Airports and community design considerations for aircraft noise alleviations  A76-46535  AIRPORT TOWERS
AIRCRAFT SURVIVABILITY  Damage tolerance assessment of F-4 aircraft  [AIAA PAPER 76-904]  Means and procedures for obtaining an adequate survival probability in the case of RPV [DGLR PAPER 76-065]  AIRCRAFT WAKES  The effect of wake thickness on the rolling-up process in two dimensions [ICAS PAPER 76-34]  Gas turbine transpiration cooling research. Part  1: An experimental study of turbine airfoil wakes as influenced by upstream nozzle vanes [AD-A023445]  AIRPIELD SURFACE MOVEMENTS  Airports and community design considerations for aircraft noise alleviations  Ground run maneuvering qualities of aircraft with nose wheel control [ICAS PAPER 76-47]  AIRFOIL PROFILES  Symmetrical singularity model for lifting potential flow analysis  A wind turnel study of a circulation-controlled elliptical airfoil [AIAA PAPER 76-933] Measured pressure distributions on an airfoil with oscillating jet flap  A76-45760  Designing the 1985 VATLIT Very Advanced Technology Light Twin for general aviation  Evaluation of the noise emitted by a single	A76-45786  Governmental regulation of airlines and aircraft industry  Airline economics, whence, hither and yon from viewpoint of future air transportation  A76-45789  The future of aeronautical transportation  A76-45790  Overview of noise aircraft noise pollution and community reaction  A76-45793  An analysis of U.S. air carrier jet accidents for 1974  A76-46853  Civil aviation air safety trends and comparisons, 1974  Basics of the planning of modern aircraft technical maintenance systems  A76-47114  Operational experience on Concorde  [ICAS PAPER 76-44]  AIRPORT PLANNING  Overview of noise aircraft noise pollution and community reaction  A76-45793  Pak's five-year environmental plan, 1976-1980 - Noise  Operational techniques for reducing noise  A76-4534  Airports and community design considerations for aircraft noise alleviations
AIRCRAFT SURVIVABILITY  Damage tolerance assessment of P-4 aircraft  [AIAA PAPER 76-904]  Means and procedures for obtaining an adequate survival probability in the case of RPV [DGLR PAPER 76-065]  AIRCRAFT WAKES  The effect of wake thickness on the rolling-up process in two dimensions [ICAS PAPER 76-34]  Gas turbine transpiration cooling research. Part  1: An experimental study of turbine airfoil wakes as influenced by upstream nozzle vanes [AD-A023445]  AIRFIELD SURFACE MOVEMENTS  Airports and community design considerations for aircraft noise alleviations  A76-46535  Ground run maneuvering qualities of aircraft with nose wheel control [ICAS PAPER 76-47]  AIRFOIL PROFILES  Symmetrical singularity model for lifting potential flow analysis  A76-45098  A wind turnel study of a circulation-controlled elliptical airfoil [AIAA PAPER 76-933] Yeasured pressure distributions on an airfoil with oscillating jet flap  Designing the 1985 VATLIT Very Advanced Technology Light Twin for general aviation  A76-45760  Evaluation of the noise emitted by a single profile encountering a wake	A76-45786  Governmental regulation of airlines and aircraft industry  Airline economics, whence, hither and yon from viewpoint of future air transportation  A76-45789  The future of aeronautical transportation  A76-45790  Overview of noise aircraft noise pollution and community reaction  A76-45793  An analysis of U.S. air carrier jet accidents for 1974  A76-46853  Civil aviation air safety trends and comparisons, 1974  A76-46857  Basics of the planning of modern aircraft technical maintenance systems  A76-47114  Operational experience on Concorde  [ICAS PAPER 76-44]  AIRPORT PLANNING  Overview of noise aircraft noise pollution and community reaction  A76-45793  PAN's five-year environmental plan, 1976-1980 -  Noise  A76-4534  Airports and community design considerations for aircraft noise alleviations  A76-46535  AIRPORT TOWERS
AIRCRAFT SURVIVABILITY  Damage tolerance assessment of F-4 aircraft [AIAA PAPER 76-904] A76-45390 Means and procedures for obtaining an adequate survival probability in the case of RPV [DGLR PAPER 76-065] A76-45488  AIRCRAFT WAKES  The effect of wake thickness on the rolling-up process in two dimensions [ICAS PAPER 76-34] A76-47379 Gas turbine transpiration cooling research. Part 1: An experimental study of turbine airfoil wakes as influenced by upstream nozzle vanes [AD-A023445] N76-32193  AIRFIELD SURFACE MOVEMENTS Airports and community design considerations for aircraft noise alleviations  A76-46535  Ground run maneuvering qualities of aircraft with nose wheel control [ICAS PAPER 76-47] A76-47391  AIRFOIL PROFILES  Symmetrical singularity model for lifting potential flow analysis  A76-45098  A wind turnel study of a circulation-controlled elliptical airfoil [AIAA PAPER 76-933] A76-45409  Weasured pressure distributions on an airfoil with oscillating jet flap  Designing the 1985 VATLIT Very idvanced Technology Light Twin for general aviation A76-46265  Evaluation of the noise emitted by a single profile encountering a wake  A76-47147  Analysis of two-element high lift systems in	A76-45786 Governmental regulation of airlines and aircraft industry  A76-45787 Airline economics, whence, hither and yon from viewpoint of future air transportation  A76-45789 The future of aeronautical transportation  A76-45790 Overview of noise aircraft noise pollution and community reaction  A76-45793 An analysis of U.S. air carrier jet accidents for 1974  A76-46853 Civil aviation air safety trends and comparisons, 1974  Basics of the planning of modern aircraft technical maintenance systems  A76-46857  Decrational experience on Concorde  [ICAS PAPER 76-44]  A76-47388  AIRPORT PLANNING Overview of noise aircraft noise pollution and community reaction  PAA's five-year environmental plan, 1976-1980 -  Noise  A76-45938  Airports and community design considerations for aircraft noise alleviations  A76-46534  Airport TOWERS  Evaluation of the bird-aircraft strike hazards at Seymour Johnson AFB, North Carolina
AIRCRAFT SURVIVABILITY  Damage tolerance assessment of P-4 aircraft  [AIAA PAPER 76-904]  Means and procedures for obtaining an adequate survival probability in the case of RPV [DGLR PAPER 76-065]  A76-45488  AIRCRAFT WAKES  The effect of wake thickness on the rolling-up process in two dimensions [ICAS PAPER 76-34]  Gas turbine transpiration cooling research. Part  1: An experimental study of turbine airfoil wakes as influenced by upstream nozzle vanes [AD-A023445]  AIRFIELD SURFACE MOVEMENTS  Airports and community design considerations for aircraft noise alleviations  A76-46535  Ground run maneuvering qualities of aircraft with nose wheel control [ICAS PAPER 76-47]  A76-47391  AIRFOIL PROFILES  Symmetrical singularity model for lifting potential flow analysis  A76-45098  A wind turnel study of a circulation-controlled elliptical airfoil [AIAA PAPER 76-933]  Measured pressure distributions on an airfoil with oscillating jet flap  Designing the 1985 VATLIT Very Advanced Technology Light Twin for general aviation  A76-45605  Evaluation of the noise emitted by a single profile encountering a wake  A76-47147  Analysis of two-element high lift systems in	A76-45786 Governmental regulation of airlines and aircraft industry  Airline economics, whence, hither and yon from viewpoint of future air transportation  A76-45789 The future of aeronautical transportation  A76-45790 Overview of noise aircraft noise pollution and community reaction  A76-45793 An analysis of U.S. air carrier jet accidents for 1974  A76-46853 Civil aviation air safety trends and comparisons, 1974  A76-46857 Basics of the planning of modern aircraft technical maintenance systems  A76-47114 Operational experience on Concorde [ICAS PAPER 76-44]  AIRPORT PLANNING Overview of noise aircraft noise pollution and community reaction  A76-45793 PAA's five-year environmental plan, 1976-1980 - Noise  A76-45938 Operational techniques for reducing noise  A76-4534 Airports and community design considerations for aircraft noise alleviations  A76-46535 AIRPORT TOWERS Evaluation of the bird-aircraft strike hazards at Seymour Johnson APB, North Carolina [AD-A023222]  N76-33172
AIRCRAFT SURVIVABILITY  Damage tolerance assessment of P-4 aircraft  [AIAA PAPER 76-904]  Means and procedures for obtaining an adequate survival probability in the case of RPV [DGLR PAPER 76-065]  AIRCRAFT WAKES  The effect of wake thickness on the rolling-up process in two dimensions [ICAS PAPER 76-34]  Gas turbine transpiration cooling research. Part 1: An experimental study of turbine airfoil wakes as influenced by upstream nozzle vanes [AD-A023445]  AIRFIELD SURFACE HOVEMENTS Airports and community design considerations for aircraft noise alleviations  A76-46535  Ground run maneuvering qualities of aircraft with nose wheel control [ICAS PAPER 76-47]  AIRFOIL PROFILES  Symmetrical singularity model for lifting potential flow analysis  A76-45098  A wind turnel study of a circulation-controlled elliptical airfoil [AIAA PAPER 76-933] Yeasured pressure distributions on an airfoil with oscillating jet flap  Designing the 1985 VATLIT Very Advanced Technology Light Twin for general aviation A76-45760  Evaluation of the noise emitted by a single profile encountering a wake  A76-47147  Analysis of two-element high lift systems in transonic flow [ICAS PAPER 76-13]  A76-47361	A76-45786 Governmental regulation of airlines and aircraft industry  Airline economics, whence, hither and yon from viewpoint of future air transportation  A76-45789 The future of aeronautical transportation  A76-45790 Overview of noise aircraft noise pollution and community reaction  A76-45793 An analysis of U.S. air carrier jet accidents for 1974  A76-46853 Civil aviation air safety trends and comparisons, 1974  A76-46857 Basics of the planning of modern aircraft technical maintenance systems  A76-47114 Operational experience on Concorde  [ICAS PAPER 76-44] A76-47388 AIRPORT PIANNING Overview of noise aircraft noise pollution and community reaction  A76-45793 PAA's five-year environmental plan, 1976-1980 - Noise  A76-45938 Operational techniques for reducing noise  A76-45938 Airports and community design considerations for aircraft noise alleviations  A76-46535 AIRPORT TOWERS Evaluation of the bird-aircraft strike hazards at Seymour Johnson APB, North Carolina  [AD-A023222] AIRPORTS
AIRCRAFT SURVIVABILITY  Damage tolerance assessment of F-4 aircraft [AIAA PAPER 76-904] A76-45390  Means and procedures for obtaining an adequate survival probability in the case of RPV [DGLR PAPER 76-065] A76-45488  AIRCRAFT WAKES  The effect of wake thickness on the rolling-up process in two dimensions [ICAS PAPER 76-34] A76-47379  Gas turbine transpiration cooling research. Part 1: An experimental study of turbine airfoil wakes as influenced by upstream nozzle vanes [AD-A023445] N76-32193  AIRFIELD SURFACE MOVEMENTS Airports and community design considerations for aircraft noise alleviations  Ground run maneuvering qualities of aircraft with nose wheel control [ICAS PAPER 76-47] A76-47391  AIRFOIL PROFILES  Symmetrical singularity model for lifting potential flow analysis  A76-45098  A wind turnel study of a circulation-controlled elliptical airfoil [AIAA PAPER 76-933] A76-45409  Weasured pressure distributions on an airfoil with oscillating jet flap  Designing the 1985 VATLIT Very idvanced Technology Light Twin for general aviation A76-45665  Evaluation of the noise emitted by a single profile encountering a wake  A76-47361  The design of transonic airfoils under	A76-45786 Governmental regulation of airlines and aircraft industry  Airline economics, whence, hither and yon from viewpoint of future air transportation  A76-45789 The future of aeronautical transportation  A76-45790 Overview of noise aircraft noise pollution and community reaction  A76-45793 An analysis of U.S. air carrier jet accidents for 1974  A76-46853 Civil aviation air safety trends and comparisons, 1974  Basics of the planning of modern aircraft technical maintenance systems  A76-47114 Operational experience on Concorde  [ICAS PAPER 76-44]  A76-47388 AIRPORT PLANNING Overview of noise aircraft noise pollution and community reaction  A76-45793  PAA's five-year environmental plan, 1976-1980 - Noise  A76-4534 Airports and community design considerations for aircraft noise alleviations  A76-46535  AIRPORT TOWERS  Evaluation of the bird-aircraft strike hazards at Seymour Johnson APB, North Carolina  [AD-A023222] AIRPORTS A solution to airport roise
AIRCRAFT SURVIVABILITY  Damage tolerance assessment of P-4 aircraft  [AIAA PAPER 76-904]  Means and procedures for obtaining an adequate survival probability in the case of RPV [DGLR PAPER 76-065]  A76-45488  AIRCRAFT WAKES  The effect of wake thickness on the rolling-up process in two dimensions [ICAS PAPER 76-34]  Gas turbine transpiration cooling research. Part  1: An experimental study of turbine airfoil wakes as influenced by upstream nozzle vanes [AD-A023445]  AIRFIELD SURFACE MOVEMENTS  Airports and community design considerations for aircraft noise alleviations  Ground run maneuvering qualities of aircraft with nose wheel control [ICAS PAPER 76-47]  A76-4535  Ground run maneuvering qualities of aircraft with nose wheel control [ICAS PAPER 76-47]  A76-47391  AIRFOIL PROFILES  Symmetrical singularity model for lifting potential flow analysis  A76-45098  A wind turnel study of a circulation-controlled elliptical airfoil [AIAA PAPER 76-933]  Measured pressure distributions on an airfoil with oscillating jet flap  Designing the 1985 VATLIT Very Advanced Technology Light Twin for general aviation A76-4560  Evaluation of the noise emitted by a single profile encountering a wake  A76-47147  Analysis of two-element high lift systems in transonic flow [ICAS PAPER 76-13]  The design of transonic airfoils under consideration of shock wave bourdary layer	A76-45786 Governmental regulation of airlines and aircraft industry  Airline economics, whence, hither and yon from viewpoint of future air transportation  A76-45789 The future of aeronautical transportation  A76-45790 Overview of noise aircraft noise pollution and community reaction  A76-45793 An analysis of U.S. air carrier jet accidents for 1974  A76-46853 Civil aviation air safety trends and comparisons, 1974  A76-46857 Basics of the planning of modern aircraft technical maintenance systems  A76-47114 Operational experience on Concorde  [ICAS PAPER 76-44] A76-47388 AIRPORT PIANNING Overview of noise aircraft noise pollution and community reaction  A76-45793 PAA's five-year environmental plan, 1976-1980 - Noise  A76-45938 Operational techniques for reducing noise  A76-45938 Airports and community design considerations for aircraft noise alleviations  A76-46535 AIRPORT TOWERS Evaluation of the bird-aircraft strike hazards at Seymour Johnson APB, North Carolina  [AD-A023222] AIRPORTS
AIRCRAFT SURVIVABILITY  Damage tolerance assessment of F-4 aircraft [AIAA PAPER 76-904] A76-45390  Means and procedures for obtaining an adequate survival probability in the case of RPV [DGLR PAPER 76-065] A76-45488  AIRCRAFT WAKES  The effect of wake thickness on the rolling-up process in two dimensions [ICAS PAPER 76-34] A76-47379  Gas turbine transpiration cooling research. Part 1: An experimental study of turbine airfoil wakes as influenced by upstream nozzle vanes [AD-A023445] N76-32193  AIRFIELD SURFACE MOVEMENTS Airports and community design considerations for aircraft noise alleviations  Ground run maneuvering qualities of aircraft with nose wheel control [ICAS PAPER 76-47] A76-47391  AIRFOIL PROFILES  Symmetrical singularity model for lifting potential flow analysis  A76-45098  A wind turnel study of a circulation-controlled elliptical airfoil [AIAA PAPER 76-933] A76-45409  Weasured pressure distributions on an airfoil with oscillating jet flap  Designing the 1985 VATLIT Very idvanced Technology Light Twin for general aviation A76-45665  Evaluation of the noise emitted by a single profile encountering a wake  A76-47361  The design of transonic airfoils under	A76-45786 Governmental regulation of airlines and aircraft industry  Airline economics, whence, hither and yon from viewpoint of future air transportation  A76-45789 The future of aeronautical transportation  A76-45790 Overview of noise aircraft noise pollution and community reaction  A76-45793 An analysis of U.S. air carrier jet accidents for 1974  A76-46853 Civil aviation air safety trends and comparisons, 1974  Basics of the planning of modern aircraft technical maintenance systems  A76-47114 Operational experience on Concorde  [ICAS PAPER 76-44]  A76-47388 AIRPORT PLANNING Overview of noise aircraft noise pollution and community reaction  A76-45793  PAA's five-year environmental plan, 1976-1980 - Noise  A76-4534 Airports and community design considerations for aircraft noise alleviations  A76-46535  AIRPORT TOWERS  Evaluation of the bird-aircraft strike hazards at Seymour Johnson APB, North Carolina  [AD-A023222] AIRPORTS A solution to airport roise

SUBJECT INDEX BIRDS

AIRSHIPŚ		ASTRODYNAMICS	
Eydroxsystem - A hydrogen-propulsion syst airships	em for	Estimating the state of nonlinear dynamics	
41131143	476-45030	systems in the presence of unmodeled acc low-altitude satellite orbit estimate	
The airship - Means of transportation for	the	under atmospheric drag	
future - Its technical concept and the of economy and marketing studies as pro		ATMOSPHERIC EFFECTS	A76-45162
the firm Kommanditgesellschaft Flugschi		The layered weather correction for flyover	noise
Hamburg GmbH & Co		testing	
The aerodynamic concept of hyprid airship	A76-45031	[AIAA PAPER 76-895] ATHOSPHERIC ELECTRICITY	A76-45382
The delegandare consept of hybrid driship	A76-45032	Atmospheric electricity Russian book	
A hybrid airship concept for Naval missio			A76-47001
[AIAA PAPER 76-923] AIRSPACE	A76-45400	Winter thunderstorms in Japan - A hazard t	10 aviation
The establishment of safe separations bet	ween	ATMOSPHERICS	270 41371
aircraft in flight		Atmospheric electricity Pussian book	
AIRSPEED	A76-46856	ATTACK AIRCRAFT	A76-47001
Gust load regulations passenger aircr	aft	Means and procedures for obtaining an adeq	quate
airworthiness	176 47400	survival probability in the case of RPV	
ALL-WEATHER AIR NAVIGATION	A76-47122	[DGLR PAPER 76-065] AUTOMATIC PLIGHT CONTROL	A76-45488
Resume of steep gradient research at RAE	Bedford	History and development of a system for	
[ICAS PAPER 76-52] ALTERNATING CURRENT	A76-47396	stall-departure improvement for the A-7	attack
AC power controllers for B-1 flight tests	. Part	aircraft [AIAA PAPER 76-891]	A76-45379
<ol> <li>Design, development, fabrication an</li> </ol>	d testing	Response analysis of flexible aircraft wit	
of hybrid power controllers [AD-A022616]	N76-33211	control	A76-45395
ALTITUDE TESTS	476-33211	[AIAA PAPER 76-913] Evaluation of a new flight path command co	
The accuracy of thrust in flight derived		concept	
<pre>engine calibrations in an altitude test [ICAS PAPER 76-30]</pre>	A76-47375	[ICAS PAPER 76-56] AUTOMATIC TEST EQUIPMENT	A76-47400
ALUMINUM ALLOYS	A70-47373	Plight simulation testing equipment for co	omposite
The demonstration of advanced metallic		material systems	-
technologies in primary wing structure [AIAA PAPER 76-908]	A76-47681	AVIONICS	A76-45878
Measurements of stress corrosion cracks i	n.	Air cycle ground air conditioners for airc	craft
aluminum alloy DCB specimens using an u	ltrasonıc	support	
pulse-echo technique [AD-A023185]	N76-33328	[AIAA PAPER 76-947] The electronic environment - A major disc:	176-45420
AMPHIBIOUS AIRCRÁFT		the future growth of aeronautical transp	ortation
Tests of the Bell Aerospace LA-4 ACLS fit		BUTCUMBURDE DODING	A76-45785
suction braking and predictions for oth [AD-A023850]	N76-33200	AXISYMMETRIC BODIES  Design techniques for high by-pass ratio	
AMPHIBIOUS VEHICLES		powerplant nozzle systems	
The US Army's new air cushion lighter	A76-45223	[ICAS PAPER 76-32] AZINUTH	A76-47377
An appraisal of present and future large	R/O 43223	Simplified radar azimuth beamspread study	
commercial hovercraft	176 47040	[AD-A022618]	N76-33388
ANGLE OF ATTACK	A76-47848	D	
Induced side forces at high angles of att	ack	В	
bodies of revolution in subsonic and tr	ansonic	B-1 AIRCRAPT  Central Integrated Test Sub System F101 er	
1104	A76-47552	B-1 aircraft	igine in
ANTENNA DESIGN		[AIAA PAPER 76-944]	A76-45418
The design, development, and flight test of the Boeing 737 aircraft antennas for		B-1 forward radome microwave test range	A76-45703
demonstration of the TRSB microwave lan	ding system	B-1 flight test - Progress report	A70-43703
[ NASA-TM-X-73943 ]	ท76-32146	[AIAA PAPER 76-886]	A76-47678
ANTIRADAR COATINGS RAT SCAT evaluation of commercially avail	able	AC power controllers for B-1 flight tests. 1: Design, development, fabrication and	
radar absorbing materials, volume 1	dDIC	of hybrid power controllers	resering
[AD-A024469]	N76-33398	[AD-A022616]	N76-33211
ANTISUBMARIBE WARPARE AIRCRAFT A hybrid airship concept for Naval missio	ns	BATS Radar investigations of the bat hazard to	high
[AIAA PAPER 76-923]	A76-45400	performance aircraft at Randolph APB, Te	exas
APPROACH CONTROL  Resume of steep gradient research at RAE	n. 16 1	[AD-A024500]	N76-33173
[ICAS PAPER 76-52]	A76-47396	BIBLIOGRAPHIES International bibliography of Air Law: Su	polement
Measured noise reductions resulting from	mod1f1ed	1972-1976 Book	-
approach procedures for business jet ai	rcraft N76-32973	Prevention and combat of corrosion in airc	A76-45474
ARBA NAVIGATION	32313	structures, bibliography	42 0
Plight evaluation of a digital data broad			N76-33340
technique as an aid to area navigation [AIAA PAPER 76-928]	A76-45405	Supersonic Cruise Aircraft Research (SCAR) bibliography, July 1972 - June 1976	program
ARROW WINGS		[ NASA-TM-X-73950 ]	N76-34039
<pre>Aerodynamic design of a Mach 2.2 superson aircraft</pre>	ic cruise	BIRD-AIRCRAFT COLLISIONS	
[AIAA PAPER 76-955]	A76-47689	Evaluation of the bird-aircraft strike has Seymour Johnson APB, North Carolina	zarus at
Transonic pressure measurements and compa		[AD-A023222]	N76-33172
theory to experiment for an arrow-wing configuration		BIRDS Analysis of shock-absorbing concepts for	
[NASA-CR-2610]	N76-32132	bird-proof windshields of advanced Air	Porce
-		vehicles	
		[AD-A023621]	N76-32142

BLOWERS SUBJECT INDEX

Bird impact forces in aircraft windshield		BROADCASTING
[AD-A023628]	N76-32143	Flight evaluation of a digital data broadcast
BLOWERS Calculation of stresses in the blades of		technique as an aid to area navigation operations [AIAA PAPER 76-928] A76-45405
radial-flow turbomachines		BUCKLING
	A76-44784	Buckling of shells, feeting on Shell Buckling,
BLUNT BODIES		Braunschweig, West Germany, June 19, 20, 1975,
A near-wake model for the aerodynamic pres	sures	Lectures and Discussion Contributions
exerted on singing trailing edges	A76-45469	A76-45476 Stability tests involving aircraft structural
Second-order thermal boundary-layer on a h		components
wegde		A76-45485
m and Almin discussion 1 61	A76-46818	Thermal buckling of uniform rectangular plates
Two- and three-dimensional flows around bl bodies with special regard to transonic	unt	[AD-A023472] N76-32599 BURSTS
free-stream Mach numbers		Advances in engine burst containment and finite
	A76-46891	element applications to pattle-damaged structure
BODIES OF REVOLUTION		[AGARD-R-648] N76-32183
Induced side forces at high angles of atta		Advances in engine burst containment
bodies of revolution in subsonic and tra	nsonic	N76-32194 BYPASSES
110-	A76-47552	On the off-design operation of bypass-engines with
BODY-WING AND TAIL CONFIGURATIONS		variable nozzles and turbines
Experimental effects of fuselage camber on		A76-46895
longitudinal aerodynamic characteristics		•
series of wing-fuselage configurations a number of 1.41	it a mach	C
[NASA-TM-X-3411]	N76-33133	C-5 AIRCRAFT
Aerodynamic methodology. Bodies with tail		C-5 Galaxy - An operational appraisal
arbitrary roll angles (transonic and sup		A76-46278
[AD-A023425]	N76-33154	C-141 AIRCRAFT
BODY-WING CONFIGURATIONS Developments in transonic steady and unste	adv flou	<pre>Snergy management techniques for fuel conservation in military transport aircraft</pre>
theory	addy Elow	[AD-A023527] N76-32333
[ICAS PAPER 76-06]	A76-47355	CALIBRATING
Aerodynamic design of a Mach 2.2 supersoni	c cruise	The accuracy of thrust in flight derived from
aircraft	A76-47689	engine calibrations in an altitude test facility [ICAS PAPER 76-30] A76-47375
[AIAA PAPER 76-955] Wave interactions in transonic and hyperso		[ICAS PAPER 76-30] A76-47375 CAMBERED WINGS
wing body combinations		Experimental effects of fuselage camber on
[AD-A023189]	N76-33158	longitudinal aerodynamic characteristics of a
BOEING 737 AIRCRAFT	- 45	series of wing-fuselage configurations at a Mach
Research in ground-based near-terminal are quidance and control	ea 40	number of 1.41 [NASA-TM-X-3411] N76-33133
[ICAS PAPER 76-57]	A76-47401	Theoretical and experimental study of twisted and
The design, development, and flight test r		cambered delta wings designed for a Mach number
of the Boeing 737 aircraft antennas for		of 3.5
demonstration of the TRSB microwave land [NASA-TM-X-73943]	N76-32146	[NASA-TN-D-8247] N76-33143 An analytic and experimental study of the effects
The 737 graphite composite flight spoiler		of splitter plate position on the trailing edge
service evaluation	•	modifications of a cambered circulation
[NASA-CR-132663]	N76-32181	controlled elliptical airfoil
BORON REINFORCED MATERIALS  A new type of attachment for B/Al compress	or blades	[AD-A023354] N76-33163 CANABD CONFIGURATIONS
[ICAS PAPER 76-10]	476-47359	High speed aerodynamic design of an innovative
BORON-EPOXY COMPOUNDS		V/STOL canard-wing configuration vertical
The application of advanced composites to	mılıtary	takeoff XFV-12A supersonic fighter
aircraft [ICAS PAPER 76-09]	A76-47358	[AIAA PAPER 76-910] A76-45394 Wind tunnel test of a twin-engined canard
BOUNDARY LAYER PLOW	00017	configurated mini-remotely piloted vehicle
The Legendre condition in optimum problems	of	[AD-A023359] N76-33192
supersonic gasdynamics		CARBON PIBER REINFORCED PLASTICS
cd-order thornel houndary-layer on a b	A76-45199	Environmental effects on advanced composite
Second-order thermal boundary-layer on a b wedge	Tunted	materials; Proceedings of the Symposium, Montreal, Canada, June 22-27, 1975
*6030	A76-46818	A76-45876
The design of transonic airfoils under		Evaluation study of composite reinforced wing
consideration of shock wave boundary lay	er	panel construction
interaction [ICAS PAPER 76-14]	A76-47362	[ICAS PAPER 76-08] A76-47357 CARGO AIRCRAFT
BOUNDARY LAYER SEPARATION	R70 41302	Technical and economic assessment of
Delta wings with leading-edge separation		span-distributed loading cargo aircraft concepts
[IAF PAPER ST-76-06]	A76-46171	[NASA-CR-145034] N76-33186
An experimental and computational investig the flow field about a transonic airfoil		CASCADE PLOW  Dynamics and erosion study of solid particles in a
supercritical flow with turbulent bounda		cascade
separation		A76-45143
[ICAS PAPER 76-15]	A76-47363	Investigation of unsteady wave structure in
BRAZING	aft hy	turbine nozzle blade cascades
Manufacture of gas turbine engine power sh induction brazing	arc na	A76-46723 Equilibrium temperature distribution of blades
	A76-47918	situated in high-speed flow
BROADBAND	•	A76-46989
Evolution of the technology of broadband r	adomes	CENTRIFUGAL COMPRESSORS
for supersonic aircraft	A76-45702	Causes of breakage of centrifugal compressor blading in Lis type engines
		A76-47115

SUBJECT INDEX COMPUTERIZED DESIGN

CENTRIPUGAL PORCE	COMPOSITE MATERIALS
Calculation of stresses in the blades of radial-flow turbomachines	Low and intermediate temperature application of composite materials to aircraft engines
CERAMIC COATINGS	[AIAA PAPER 76-936] A76-45411 Environmental effects on advanced composite
Durability of zirconia thermal-barrier ceramic coatings on air-cooled turbine blades in cyclic	<pre>materials; Proceedings of the Symposium, Montreal, Canada, June 22-27, 1975</pre>
jet engine operation [NASA-TH-X-3410] N76-32192	A76-45876 Program definition and preliminary results of a
CIRCULAR CONES	long-term evaluation program of advanced
Study of the statistical characteristics of pulsations of the boundary of the turbulent wake	composites for supersonic cruise aircraft applications
behind bodies of various shapes flying at	A76-45877
supersonic velocity A76-45069	Plight simulation testing equipment for composite material systems
CIVIL AVIATION Prospective markets and design concepts for	A76-45878 Evaluation study of composite reinforced wing
civilian remotely piloted aircraft	panel construction
[AIAA PAPER 76-939] A76-45414 Applications of oblique-wing technology - An	[ICAS PAPER 76-08] A76-47357 The 737 graphite composite flight spoiler flight
overview [AIAA PAPER 76-943] A76-45417	service evaluation [NASA-CR-132663] N76-32181
Advanced subsonic aircraft - The technological	Impact of composite plates: Analysis of stresses
response to future air transportation needs A76-45781	and forces [NASA-CR-134999] N76-32251
On the future of aeronautical transportation	Inspection of composites using a computer-based
A76-45786 Governmental regulation of airlines and	real-time radiographic facility [NASA-TM-X-73504] N76-33526
aircraft industry	COMPOSITE STRUCTURES
A76-45787	Flight certification testing for the A-7D advanced composite outer wing panel
<pre>Pire-fighting and rescue techniques and equipment for aircraft safety</pre>	[AIAA PAPER 76-907] A76-45392
A76-46544	Optimum design of composite primary structure aircraft components
Civil aviation air safety trends and comparisons,	[ICAS PAPER 76-07] A76-47356
A76-46857 Operational experience on Concorde	The application of advanced composites to military aircraft
[ICAS PAPER 76-44] A76-47388	[ICAS PAPER 76-09] A76-47358
The future of aviation, volume 1 in the United States	COMPRESSIBILITY EFFECTS Aerodynamic analysis of different flight attitudes
[GPO-72-600] N76-33131	of conventional aircraft. XVIII - Aerodynamic
The future of aviation, volume 2 in the United States	principles A76-45866
[GPO-77-667] N76-33132	COMPRESSOR BLADES
CLIMATOLOGY Climatic impact assessment program - Conclusions	A new type of attachment for B/Al compressor blades [ICAS PAPER 76-10] A76-47359
and recommendations aircraft operation in	COMPRESSOR EPPICIENCY
stratosphere [ICAS PAPER 76-59] A76-47403	Study of startup regimes of the GT-35 gas turbine installation turbocompressor tests
COAXIAL FLOW	A76-47280
Coherent structures in subsonic coaxial jets in aircraft turbofan engines	Choice of compressor pressure ratio of small gas turbines placed in a bypass engine duct
A76-46630	[NASA-TT-P-17280] N76-33207
COLLISION AVOIDANCE The establishment of safe separations between	COMPUTER GRAPHICS  Computer interactive graphics in aerospace
aircraft in flight	engineering design education
A76-46856 Conflict detection and resolution in the	[AIAA PAPER 76-900] A76-45387 COMPUTER PROGRAMMING
Netherlands ATC-system SARP II	Effect of gun pulse on helicopter attitudes
[ICAS PAPER 76-55] A76-47399 Radar investigations of the bat hazard to high	[AD-A023461] N76-33214 COMPUTER PROGRAMS
performance aircraft at Randolph AFB, Texas	Computer methods in aircraft design at the Air
COMBUSTIBLE PLOW	Force Academy [AIAA PAPER 76-901] A76-45388
Flows of a reacting mixture in Laval nozzles under	Response analysis of flexible aircraft with active
conditions of a quasi-frozen process A76-45203	CONTROL [AIAA PAPER 76-913] A76-45395
COMBUSTION CHAMBERS	Evaluation of two swept-infinite-wing
Testing the annular combustion chamber of the NK-8 aircraft engine using natural gas for	potential/viscous-flow computer programs [NASA-CR-145037] N76-32129
stationary gas turbine installation A76-47281	A computer program to calculate the longitudinal aerodynamic characteristics of wing-flap
COMMAND AND CONTROL	configurations with externally blown flaps
Evaluation of a new flight path command control concept	[NASA-CR-2706] N76-32131 COMPUTER TECHNIQUES
[ICAS PAPER 76-56] A76-47400	Central Integrated Test Sub System F101 engine in
COMMERCIAL AIRCRAFT Possibilities for improvements in the planning and	B-1 aircraft [AIAA PAPER 76-944] A76-45418
control of maintenance processes involving	Evaluation of a new flight path command control
commercial aircraft A76-45862	concept [ICAS PAPER 76-56] A76-47400
The Canadian STOL demonstration - The data	Research in ground-based near-terminal area 4D
collection, the findings and their applications [ICAS PAPER 76-53] A76-47397	guidance and control [ICAS PAPER 76-57] A76-47401
Measured noise reductions resulting from modified	COMPUTERIZED DESIGN
approach procedures for business jet aircraft [NASA-TM-X-56037] N76-32973	Computer interactive graphics in aerospace engineering design education
110 32313	[AIAA PAPER 76-300] A76-45387

CONCORDE AIRCRAFT SUBJECT INDEX

Computer methods in aircraft design at the	Air	CONTROL CONFIGURED VEHICLES	
Porce Academy [AIAA PAPER 76-901]	A76-45388	Flight test status of the fighter CCV [AIAA PAPER 76-884]	A76-45376
A structural design for a hypersonic resea		The fighter CCV program - Demonstrating ne	
aircraft		control methods for tactical aircraft	.76 55370
[AIAA PAPER 76-906] Automated optimization techniques for airc	A76-45391	[AIAA PAPER 76-889] Integrated flight control system design fo	. 145378 or CCV
synthesis		[AIAA PAPER 76-941]	A76-45415
[AIAA PAPER 76-909]	A76-45393	CONTROL SURPACES	
A hybrid airship concept for Naval mission [AIAA PAPER 76-923]	A76-45400	Measurements in low-speed flow of unsteady pressure distributions on a rectangular	
parametric design and analysis of large ad		with an oscillating control surface	,
military transports	-86 55564	[ARC-R/M-3763]	N76-33149
[AIAA PAPER 76-924] An integrated capability for the prelimina	A76-45401	Evaluation of pressure distributions on the with distorted control surfaces oscillat	
design of aeroelasticity tailored wings	1	harmonically in linearised, compressible	
[AIAA PAPER 76-912]	A76-47682	subsonic flow. Part 1: Details of the pr	
Aerodynamic design and analysis of winglet [AIAA PAPER 76-940]	.s A76-47687	<pre>distributions, and a set of numerical re including comparisons with experiment</pre>	sults
CONCORDE AIRCRAFT	170 47007	[ARC-R/M-3783]	N76-33150
Concorde systems in airline operation		Experimental and theoretical control surfa	
[AIAA PAPER 76-925] Rain erosion characteristics of Concorde	A76-45402	characteristics on low aspect ratio delt vehicles at subsonic Mach numbers	a wing
Water and the control of the control	A76-45700	[AD-A023408]	N76-33194
First generation supersonic transports		CONVERGENT-DIVERGENT NOZZLES	
Towards a second generation of supersonic	A76~45777	Plows of a reacting mixture in Laval nozzl conditions of a quasi-frozen process	es under
	A76-45778		A76-45203
Maintaining Concorde on the line - A look	at	CORROSION	
British Airways and Air France	A76-46750	The theory, significance and prevention of corrosion in aircraft	
Operational experience on Concorde		[AGARD-LS-84]	N76-33332
[ICAS PAPER 76-44]	A76-47388	Introduction: A survey of the problem	of
COMPERENCES  Buckling of shells; Meeting on Shell Buckl	.lng.	aircraft corrosion	N76-33333
Braunschweig, West Germany, June 19, 20,		Economics of corrosion	
Lectures and Discussion Contributions	A76-45476	Corrosion in airframes, power plants and	N76-33335
Design to Cost Conference, Boston, Mass.,		associated aircraft equipment	
28, 1976 and Palo Alto, Calif., June 14,			พ76-33336
1976, Abridged Proceedings	A76-45798	Prevention and combat of corrosion in airc structures, bibliography	raft
Environmental effects on advanced composit		structures, bibliography	N76-33340
materials; Proceedings of the Symposium,		CORROSION PREVENTION	
Montreal, Canada, June 22-27, 1975	A76-45876	The theory, significance and prevention of corrosion in aircraft	
Managing safety; Proceedings of the Twenty		[AGARD-LS-84]	N76-33332
International Air Safety Seminar, Amster	dam,	Corrosion prevention techniques, maintenan	ce and
Netherlands, November 2-6, 1975	A76-46851	repair	N76-33337
COMPORMAL MAPPING		Designing for corrosion prevention	
Analysis of two-element high lift systems	1n	Prevention and combat of corrosion in airc	N76-33339
transonic flow [ICAS PAPER 76-13]	A76-47361	structures, bibliography	Lait
CONGRESSIONAL REPORTS			N76-33340
Transportation of hazardous materials by a [GPO-62-325]	N76-32139	COST ANALYSIS Design to Cost Conference, Boston, Mass.,	May 27.
P-18 Navy air combat fighter	N10 32133	28, 1976 and Palo Alto, Calif., June 14,	
[GPO-60-913]	N76-33188	1976, Abridged Proceedings	176 #E700
CONICAL BODIES  Magnus forces on spinning supersonic cones	. Part	COST EFFECTIVENESS	<b>∆</b> 76-45 <b>7</b> 98
2: The inviscid flow		Functional and reliability requirements co	
[AP-A022670]	N76-32135	RPV's from the point of view of traffic	safety
CONICAL CAMBER Paraglider wings of small conical camber i	ın	and military cost effectiveness	A76-45494
supersonic flow		RPV developments plumb the field's potenti	
CONICAL BOZZLES	A76-46892	COWLINGS	A76-46263
An exponential investigation of the behavi	our of	Performance of an isolated two-dimensional	wedge
conical diffusers in turbulent flow		nozzle with fixed cowl and variable wedg	е
Theory and experiments on the hypersonic s	A76-46817	centerbody at Mach numbers up to 2.01 [NASA-TN-D-8218]	N76-32134
flow over long, slender bodies in a coni		CRACK PROPAGATION	
[ICAS PAPER 76-35]	A76-47380	Prediction of fatigue crack propagation in	
CONTAINERS  Puture air cargo transportation system - A	L	aircraft materials under variable-amplit loading	uue
national need		[ VTH-193 ]	N76-32576
[AIAA PAPER 76-922]	A76-45399	Influence of detected crack length at insp	
CONTAINMENT Advances in engine burst containment and f	inite	on probability of fatigue failure of win [FFA-HU-1745-PT-2]	N76-32583
element applications to battle-damaged s	structure	CRASH LANDING	
[AGARD-R-648] Advances in engine burst containment	N76-32183	Alrcraft-mounted crash-activated transmitt [NASA-CASE-MPS-16609-3]	er device N76-32140
navanoss in engine burse concurrance	N76-32184	CRASHES	5 52 170
CONTRACT MANAGEMENT	N 10-32 104	CRASHES	
		Energy-absorbing materials for improving	
USAP's crusade to streamline industrial pr			N76-33197

SUBJECT INDEX ELASTIC BODIES

CRITICAL VELOCITY		DIELECTRIC PROPERTIES	
A quick, graphical way to analyze rotor whi		The development phase, design, manufacture an	ıd
CDUICE MICCIIEC	A76-46825	quality control of the MRCA-radome	76-45696
Wrap around fins - Design considerations		DIGITAL HAVIGATION	75-43030
[AIAA PAPER 76-942]	A76-45416	Plight evaluation of a digital data broadcast	:
CRUISING PLIGHT		technique as an aid to area navigation oper	ations
Recent developments in NASA's Supersonic Ci	ruise		76-45405
Alrcraft Research /SCAR/ Program	176 "6770	A unified signal processor for TACAN navigati	
Periodic control and the optimality of airc	A76-45779	DIGITAL SIMULATION	76-45496
cruise for fuel consumption minimization		New developments and accuracy limits in aircr	aft
	A76-47199	flight testing	
Technical applications for an experimental			76-45384
supersonic cruise aircraft		Accuracy limits in nonsteady flight testing	
[AIAA PAPER 76-892] Aerodynamic design of a Mach 2.2 supersonic	A76-47680	[ICAS PAPER 76-46] A7 DIGITAL SYSTEMS	76-47390
aircraft	Cluise	Plight test development and evaluation of a	
[AIAA PAPER 76-955]	A76-47689	multimode digital flight control system in	an A-7D
CRYOGENIC FLUID STORAGE		[AIAA PAPER 76-927] A7	76-45404
dydroxsystem - A hydrogen-propulsion system	m for	Central Integrated Test Sub System P101 engin	ie in
airships	A76-45030	B-1 aircraft [AIAA PAPER 76-944] A7	76-45418
CUSHIONS	R/0-45050	Evaluation of a new flight path command contr	
A seat cushion to provide realistic acceler	ration	concept	
cues for aircraft simulators			76-47400
[ NASA-TM-X-73954 ]	N76-33189	Realization of failure detection in digital f	flight
_		control systems [NASA-TT-F-17277] N7	76-33213
D		DRAG REDUCTION	70-33213
DAMAGE		Possible means of decreasing helicopter drag	
Finite element applications to battle damage	ged		76-44923
structure	N76-32185	External noise of light propeller-driven airc	craft 76-47392
DAMPING	M10-32103	[ICAS PAPER 76-48] DROPS (LIQUIDS)	10-41352
Effects of long-chord acoustically treated	stator	Attenuation of high-intensity sound in a	
vanes on fan noise. 2: Effect of acoust		droplet-laden gas	
treatment			76-33959
[NASA-TN-D-8250] DATA ACQUISITION	N76-33206	DUCTED FAN ENGINES  The turbofan jet engine at optimal and nonopt	-ı mə l
The Canadian STOL demonstration - The data		design	
collection, the findings and their applic			76-45868
[ICAS PAPER 76-53]	A76-47397	Choice of compressor pressure ratio of small	gas
DATA REDUCTION		turbines placed in a bypass engine duct	
Plight data identification of six degree-of-freedom stability and control		[NASA-TT-P-17280] N7 DYNAMIC RESPONSE	76-33207
derivatives of a large crane type helicop	pter	Effect of gun pulse on helicopter attitudes	
[NASA-TM-X-73958]	N76-33212	[AD-A023461] N7	76-33214
DATA SYSTEMS		DYNAMIC STABILITY	
The Canadian STOL demonstration - The data collection, the findings and their applications.		Aeroelastic stability and control of an obliq wing - Wind tunnel experiments	jue
[ICAS PAPER 76-53]	A76-47397		76-47200
DECELERATION		DYNAMIC STRUCTURAL ANALYSIS	
Investigation of decelerating approaches of		A general approach to supersonic aeroelastic	
engined jet transport aircraft noise [AIAA PAPER 76-929]	A76-45406	vibrations problems [ICAS PAPER 76-28] A7	76-47374
DELTA WIEGS		(	
The aerodynamic concept of hybrid airships		-	
	A76-45032	<b>E</b>	
Delta wings with leading-edge separation	A76-46171	E-2 AIRCRAFT	
[IAF PAPER ST-76-06] Supersonic flow past a slender delta wing		Simplified radar azimuth beamspread study [AD-A022618] N7	76-33388
experimental study		ECONOMIC ANALYSIS	
[ICAS PAPER 76-24]	A76-47370	Technical and economic assessment of	
Unsteady and steady aerodynamic forces of		span-distributed loading cargo aircraft con	cepts
delta wings according to Newtonian theory	y 176-47381	[NASA-CR-145034] N7 ECONOMIC PACTORS	76-33186
Separated flow induced by trailing-edge fla		Airline economics, whence, hither and you	- from
delta wings at M = 8.2	·	viewpoint of future air transportation	
Mb	176-47878		76-45789
Theoretical and experimental study of twist cambered delta wings designed for a Mach		Economics of corrosion	76-33335
of 3.5	патрет	BCOHONICS	/0-33333
[NASA-TN-D-8247]	N76-33143	Economics of corrosion	
Experimental and theoretical control surface			76-33335
characteristics on low aspect ratio delta	a wing	EDUCATION COMPANY AND ADDRESS OF A COMPANY AND	
<pre>vehicles at subsonic Mach numbers [AD-A023408]</pre>	N76-33194	Computer interactive graphics in aerospace engineering design education	
DEMAND (ECONOMICS)	331,34		76-45387
Statistical evaluation of econometric air t	travel	BPFLOERTS	
demand models		Effect of inlet temperature and pressure on	
DESIGN ANALYSIS	A76-45095	emissions from a premixing gas turbine prim zone combustor	nary
The APTI concept - A new approach to techno	ology		76-33208
transition		RLASTIC BODIES	
[AIAA PAPER 76-888]	A76-45377	Investigation of the absolute stability of an	1
		elastic aircraft during flight on course	

ELECTRIC POWER SUPPLIES SUBJECT INDEX

BLECTRIC POWER SUPPLIES		Simulation of the effects of forward veloc	ity on
AC power controllers for B-1 flight tests.	Part	jet noise in an open circuit wind tunnel	,
1: Design, development, fabrication and		[ONERA, TP NO. 1976-6E]	A76-4636
of hybrid power controllers	•	Testing the annular combustion chamber of	
[AD-A022616]	N76-33211	aircraft engine using natural gas for	
ELECTRONIC COUNTERNEASURES		stationary gas turbine installation	
Evolution of the technology of broadband i	adomes		A76-4728
for supersonic aircraft		The accuracy of thrust in flight derived f	
	A76-45702	engine calibrations in an altitude test	
ELECTRONIC EQUIPMENT TESTS		[ICAS PAPER 76-30]	A76-4737
Air cycle ground air conditioners for airc	craft	ENGINES	
Support	A76-45420	Static and wind tunnel near-field/far-field	
[AIAA PAPER 76-947] ENERGY ABSORPTION	K10-43420	noise measurements from model scale sing baseline and suppressor nozzles. Volume	
Energy-absorbing materials for improving		Noise source locations and extrapolation	
helicopter crashworthiness		static free-field jet noise data	01
[AD-A023006]	N76-33197	[NASA-CR-137913]	N76-3297
ENERGY CONSERVATION		ENVIRONMENT EFFECTS	
Energy management techniques for fuel cons	ervation	Goals for a future SST	
in military transport aircraft			A76-4578
[AD-A023527]	N76-32333	ENVIRONMENT PROTECTION	
ENERGY DISSIPATION		PAN's five-year environmental plan, 1976-1	980 -
Sound radiation due to unsteady dissipation	on in	Noise	-74 4500
turbulent flows	176 . nn766		A76-4593
ENERGY POLICY	A76-44766	Scale model studies of the effects of wind	On
Energy management techniques for fuel cons	ervation	acoustic barrier performance	A76-4593
in military transport aircraft	er vacion	Climatic impact assessment program - Concl	
[AD-A023527]	N76-32333	and recommendations aircraft operation	
ENERGY TECHNOLOGY		stratosphere	
Hydrogen energy technology - Update 1976		[ICAS PAPER 76-59]	A76-4740
	A76-45242	ENVIRONMENTAL TESTS	
ENGINE CONTROL		Environmental effects on advanced composite	<b>à</b>
A multi-variable control for the P100 engi	.ne	materials; Proceedings of the Symposium,	
operating at sea level static	umc no.es	Montreal, Canada, June 22-27, 1975	
[AD-A022699]	N76-32195	BROSE BROSER	A76-4587
ENGINE DESIGN	CLOR	The 737 graphite composite flight speaker	61 a a b.a
Future trends in transport aircraft propul	A76-45784	The 737 graphite composite flight spoiler is service evaluation	LIIGHE
The turbofan jet engine at optimal and nor		[NASA-CR-132663]	N76-3218
design	OPCIECI	BROSION	1170 3210
	A76-45868	Dynamics and erosion study of solid partic	les in a
Trends in engine design for aircraft		cascade	
		casoaac	
•	A76-46279	3433440	A76-4514
A solution to airport noise		ERROR ANALYSIS	
A solution to airport noise	A76-46533	ERROR ANALYSIS  New developments and accuracy limits in any	
A solution to airport noise  On the off-design operation of bypass-engi	A76-46533	ERROR ANALYSIS  New developments and accuracy limits in air flight testing	craft
A solution to airport noise	A76-46533 nes with	ERROR ANALYSIS  New developments and accuracy limits in air flight testing [AIAA PAPER 76-897]	craft 176-4538
A solution to airport noise  On the off-design operation of bypass-enging variable nozzles and turbines	A76-46533 nes with A76-46895	ERROR ANALYSIS  New developments and accuracy limits in air flight testing  [AIAA PAPER 76-897]  Accuracy limits in nonsteady flight testing	craft 176-4538
A solution to airport noise  On the off-design operation of bypass-enging variable nozzles and turbines  Future trends in aero gas turbine design.	A76-46533 nes with A76-46895	ERROR ANALYSIS  New developments and accuracy limits in air flight testing  [AIAA PAPER 76-897]  Accuracy limits in nonsteady flight testing [ICAS PAPER 76-46]	craft 176-4538
A solution to airport noise  On the off-design operation of bypass-enging variable nozzles and turbines	A76-46533 nes with A76-46895	ERROR ANALYSIS  New developments and accuracy limits in an flight testing  [AIAA PAPER 76-897]  Accuracy limits in nonsteady flight testing  [ICAS PAPER 76-46]  ERROR DETECTION CODES	craft A76-4538 J A76-4739
A solution to airport noise  On the off-design operation of bypass-enging variable nozzles and turbines  Future trends in aero gas turbine design.  Conventional engines	A76-46533 nes with A76-46895 I - A76-47847	ERROR ANALYSIS  New developments and accuracy limits in an flight testing  [AIAA PAPER 76-897]  Accuracy limits in nonsteady flight testing  [ICAS PAPER 76-46]  ERROR DETECTION CODES  Realization of failure detection in digital	craft A76-4538 J A76-4739
A solution to airport noise  On the off-design operation of bypass-enging variable nozzles and turbines  Future trends in aero gas turbine design. Conventional engines  Choice of compressor pressure ratio of small	A76-46533 nes with A76-46895 I - A76-47847	ERROR ANALYSIS  New developments and accuracy limits in an flight testing [AIAA PAPER 76-897]  Accuracy limits in nonsteady flight testing [ICAS PAPER 76-46]  ERROR DETECTION CODES  Realization of failure detection in digital control systems	craft A76-4538 J A76-4739
A solution to airport noise  On the off-design operation of bypass-enging variable nozzles and turbines  Future trends in aero gas turbine design.  Conventional engines	A76-46533 nes with A76-46895 I - A76-47847	ERROR ANALYSIS  New developments and accuracy limits in an flight testing  [AIAA PAPER 76-897]  Accuracy limits in nonsteady flight testing  [ICAS PAPER 76-46]  ERROR DETECTION CODES  Realization of failure detection in digital	A76-45380 A76-47390 A76-47390
A solution to airport noise  On the off-design operation of bypass-enging variable nozzles and turbines  Future trends in aero gas turbine design. Conventional engines  Choice of compressor pressure ratio of smaturbines placed in a bypass engine duct [NASA-TT-F-17280]  ENGINE INLETS	A76-46533 nes with A76-46895 I - A76-47847	ERROR ANALYSIS  New developments and accuracy limits in air flight testing [AIAA PAPER 76-897] Accuracy limits in nonsteady flight testing [ICAS PAPER 76-46] ERROR DETECTION CODES Realization of failure detection in digital control systems [NASA-TT-F-17277] EVALUATION Evaluation of two swept-infinite-wing	A76-45386 A76-47396 A76-47396 L flight
A solution to airport noise  On the off-design operation of bypass-enging variable nozzles and turbines  Future trends in aero gas turbine design. Conventional engines  Choice of compressor pressure ratio of small turbines placed in a bypass engine duct [NASA-TT-F-17280]  ENGINE INLETS Dump diffuser inlet program	A76-46533 nes with A76-46895 I - A76-47847 ill gas N76-33207	ERROR ANALYSIS  New developments and accuracy limits in an flight testing [AIAA PAPER 76-897] Accuracy limits in nonsteady flight testing [ICAS PAPER 76-46]  ERROR DETECTION CODES  Realization of failure detection in digital control systems [NASA-TT-F-17277]  EVALUATION  Evaluation of two swept-infinite-wing potential/viscous-flow computer programs	200 A76-45380 A76-47390 A76-47390 L flight
A solution to airport noise  On the off-design operation of bypass-enging variable nozzles and turbines  Future trends in aero gas turbine design. Conventional engines  Choice of compressor pressure ratio of smaturbines placed in a bypass engine duct [NASA-TT-F-17280]  ENGINE INLETS  Dump diffuser inlet program [AD-A023404]	A76-46533 nes with A76-46895 I - A76-47847	ERROR ANALYSIS  New developments and accuracy limits in air flight testing [AIAA PAPER 76-897] Accuracy limits in nonsteady flight testing [ICAS PAPER 76-46] ERROR DETECTION CODES Realization of failure detection in digital control systems [NASA-TT-F-17277] EVALUATION EVALUATION Svaluation of two swept-infinite-wing potential/viscous-flow computer programs [NASA-CR-145037]	A76-45386 A76-47396 A76-47396 L flight
A solution to airport noise  On the off-design operation of bypass-enging variable nozzles and turbines  Future trends in aero gas turbine design. Conventional engines  Choice of compressor pressure ratio of smaturbines placed in a bypass engine duct [NASA-TT-F-17280]  ENGINE INLETS  Dump diffuser inlet program [AD-A023404]  ENGINE NOISE	A76-46533 nes with A76-46895 I - A76-47847 ill gas N76-33207	ERROR ANALYSIS  New developments and accuracy limits in air flight testing [AIAA PAPER 76-897] Accuracy limits in nonsteady flight testing [ICAS PAPER 76-46] ERROR DETECTION CODES Realization of failure detection in digital control systems [NASA-TT-F-17277] EVALUATION Evaluation of two swept-infinite-wing potential/viscous-flow computer programs [NASA-CR-145037] EXHAUST GASES	276-45381 276-47390 276-47390 2 flight 276-3321
A solution to airport noise  On the off-design operation of bypass-enging variable nozzles and turbines  Future trends in aero gas turbine design. Conventional engines  Choice of compressor pressure ratio of smaturbines placed in a bypass engine duct [NASA-TT-F-17280]  ENGINE INLETS  Dump diffuser inlet program [AD-A023404]  ENGINE NOISE  Status Report - Subsonic aircraft noise results and substantial substanti	A76-46533 nes with A76-46895 I - A76-47847 ill gas N76-33207	ERROR ANALYSIS  New developments and accuracy limits in air flight testing [AIAA PAPER 76-897] Accuracy limits in nonsteady flight testing [ICAS PAPER 76-46]  ERROR DETECTION CODES  Realization of failure detection in digital control systems [NASA-TT-F-17277]  EVALUATION  Evaluation of two swept-infinite-wing potential/viscous-flow computer programs [NASA-CR-145037]  ENHAUST GASES  Determination of effects of ambient conditions	A76-45384 A76-47390 L flight N76-3321
A solution to airport noise  On the off-design operation of bypass-enging variable nozzles and turbines  Future trends in aero gas turbine design. Conventional engines  Choice of compressor pressure ratio of smaturbines placed in a bypass engine duct [NASA-TT-F-17280]  ENGINE INLETS  Dump diffuser inlet program [AD-AO23404]  ENGINE NOISE  Status Report - Subsonic aircraft noise resuppose to the substantial program (Design 1976)	A76-46533 nes with A76-46895 I - A76-47847 ill gas N76-33207 N76-32198	ERROR ANALYSIS  New developments and accuracy limits in air flight testing [AIAA PAPER 76-897] Accuracy limits in nonsteady flight testing [ICAS PAPER 76-46] ERROR DETECTION CODES Realization of failure detection in digital control systems [NASA-TT-P-17277] EVALUATION EVALUATION Svaluation of two swept-infinite-wing potential/viscous-flow computer programs [NASA-CR-145037] EXHAUST GASES Determination of effects of ambient conditional conditions aircraft engine emissions engine testing.	A76-45384 A76-47390 L flight N76-3321
A solution to airport noise  On the off-design operation of bypass-engal variable nozzles and turbines  Future trends in aero gas turbine design. Conventional engines  Choice of compressor pressure ratio of smalturbines placed in a bypass engine duct [NASA-TT-F-17280]  ENGINE INLETS  Dump diffuser inlet program [AD-A023404]  ENGINE NOISE  Status Report - Subsonic aircraft noise results of the program of the	A76-46533 nes with A76-46895 I - A76-47847 ill gas N76-33207 N76-32198 duction: A76 <sup>4</sup> 45398	PREOR ANALYSIS  New developments and accuracy limits in air flight testing [AIAA PAPER 76-897] Accuracy limits in nonsteady flight testing [ICAS PAPER 76-46]  PREOR DETECTION CODES  Realization of failure detection in digital control systems [NASA-TT-F-17277]  EVALUATION  Evaluation of two swept-infinite-wing potential/viscous-flow computer programs [NASA-CR-145037]  EXHAUST GASES  Determination of effects of ambient conditional aircraft engine emissions engine testing. Volume 1: GTCP 85 APU, TPE 331 turbopropers.	A76-45384 A76-47396 A flight N76-3321 N76-32129
A solution to airport noise  On the off-design operation of bypass-enging variable nozzles and turbines  Future trends in aero gas turbine design. Conventional engines  Choice of compressor pressure ratio of smaturbines placed in a bypass engine duct [NASA-TT-F-17280]  ENGINE INLETS  Dump diffuser inlet program [AD-A023404]  ENGINE NOISE  Status Report - Subsonic aircraft noise results of the program [AIAP APER 76-921]  Noise technology requirements for future as	A76-46533 nes with A76-46895 I - A76-47847 ill gas N76-33207 N76-32198 duction: A76 <sup>4</sup> 45398	ERROR ANALYSIS  New developments and accuracy limits in air flight testing [AIAA PAPER 76-897] Accuracy limits in nonsteady flight testing [ICAS PAPER 76-46]  ERROR DETECTION CODES  Realization of failure detection in digital control systems [NASA-TT-P-17277]  EVALUATION  Evaluation of two swept-infinite-wing potential/viscous-flow computer programs [NASA-CR-145037]  ENAUST GASES  Determination of effects of ambient conditionary aircraft engine emissions engine testing Volume 1: GTCP 85 APU, TPE 331 turboprof [PB-252825/5]	A76-45384 A76-47396 L flight N76-3321 N76-32124
A solution to airport noise  On the off-design operation of bypass-engal variable nozzles and turbines  Future trends in aero gas turbine design. Conventional engines  Choice of compressor pressure ratio of smalturbines placed in a bypass engine duct [NASA-TT-F-17280]  ENGINE INLETS  Dump diffuser inlet program [AD-A023404]  ENGINE NOISE  Status Report - Subsonic aircraft noise results of the program of the	A76-46533 nes with A76-46895 I - A76-47847 ill gas N76-33207 N76-32198 duction: A76 <sup>4</sup> 45398	PREOR ANALYSIS  New developments and accuracy limits in air flight testing [AIAA PAPER 76-897] Accuracy limits in nonsteady flight testing [ICAS PAPER 76-46]  ERROR DETECTION CODES  Realization of failure detection in digital control systems [NASA-TT-P-17277]  EVALUATION  EVALUATION  EVALUATION  SVALUATION  EVALUATION  SVALUATION  EVALUATION  OF THE STANDARD AND AND AND AND AND AND AND AND AND AN	A76-45384 A76-47390 L flight N76-3321 N76-32129
A solution to airport noise  On the off-design operation of bypass-enging variable nozzles and turbines  Future trends in aero gas turbine design. Conventional engines  Choice of compressor pressure ratio of smaturbines placed in a bypass engine duct [NASA-TT-F-17280]  ENGINE INLETS  Dump diffuser inlet program [AD-A023404]  ENGINE NOISE  Status Report - Subsonic aircraft noise results of the program [AIAP APER 76-921]  Noise technology requirements for future as	A76-46533 nes with A76-46895 I - A76-47847 ill gas N76-33207 N76-32198 iduction: A76 <sup>4</sup> 45398 ircraft A76-45794	ERROR ANALYSIS  New developments and accuracy limits in air flight testing [AIAA PAPER 76-897] Accuracy limits in nonsteady flight testing [ICAS PAPER 76-46]  ERROR DETECTION CODES  Realization of failure detection in digital control systems [NASA-TT-P-17277]  EVALUATION  Evaluation of two swept-infinite-wing potential/viscous-flow computer programs [NASA-CR-145037]  ENAUST GASES  Determination of effects of ambient conditionary aircraft engine emissions engine testing Volume 1: GTCP 85 APU, TPE 331 turboprof [PB-252825/5]	A76-45384 A76-47396 A flight N76-33212 N76-32129 Lons on N76-33209
A solution to airport noise  On the off-design operation of bypass-enginal variable nozzles and turbines  Future trends in aero gas turbine design. Conventional engines  Choice of compressor pressure ratio of smaturbines placed in a bypass engine duct [NASA-TT-F-17280]  ENGINE INLETS  Dump diffuser inlet program [AD-A023404]  ENGINE NOISE  Status Report - Subsonic aircraft noise results update Sept. 1976  [AIAA PAPER 76-921]  Noise technology requirements for future a powerplants  External noise of light propeller-driven a files of the sept. 1976	A76-46533 .nes with A76-46895 I - A76-47847 .11 gas N76-33207 N76-32198	PREOR ANALYSIS  New developments and accuracy limits in air flight testing [AIAA PAPER 76-897] Accuracy limits in nonsteady flight testing [ICAS PAPER 76-46]  PREOR DETECTION CODES  Realization of failure detection in digital control systems [NASA-TT-P-17277]  EVALUATION  EVALUATION  EVALUATION  SVALUATION  EVALUATION  EVALUATION  OF THE STATE OF THE STA	A76-45384 A76-47396 A flight N76-33212 N76-32129 Lons on N76-33209
A solution to airport noise  On the off-design operation of bypass-enging variable nozzles and turbines  Future trends in aero gas turbine design. Conventional engines  Choice of compressor pressure ratio of smaturbines placed in a bypass engine duct [NASA-TT-F-17280]  ENGINE INLETS  Dump diffuser inlet program  [AD-A023404]  ENGINE NOISE  Status Report - Subsonic aircraft noise resupplies to the complete sept. 1976  [AIAA PAPER 76-921]  Noise technology requirements for future a powerplants  External noise of light propeller-driven a [ICAS PAPER 76-48]  Opportunities for future improvements in a	A76-46533 .nes with A76-46895 I - A76-47847 .11 gas N76-33207 N76-32198	PREOR ANALYSIS  New developments and accuracy limits in air flight testing [AIAA PAPER 76-897] Accuracy limits in nonsteady flight testing [ICAS PAPER 76-46]  PREOR DETECTION CODES  Realization of failure detection in digital control systems [NASA-TT-P-17277]  EVALUATION  EVALUATION  EVALUATION  EVALUATION  EVALUATION  EVALUATION  EVALUATION  EVALUATION  OF EVALUATION  EVALUA	A76-45384 A76-47396 A76-47396 A76-3321 N76-33212 N76-33209 N76-33209
A solution to airport noise  On the off-design operation of bypass-enging variable nozzles and turbines  Future trends in aero gas turbine design. Conventional engines  Choice of compressor pressure ratio of smaturbines placed in a bypass engine duct [NASA-TT-F-17280]  ENGINE INLETS  Dump diffuser inlet program [AD-8023404]  ENGINE NOISE  Status Report - Subsonic aircraft noise recorded by the sept. 1976 [AIAA PAPER 76-921]  Noise technology requirements for future a powerplants  External noise of light propeller-driven a [ICAS PAPER 76-48]  Opportunities for future improvements in a noise	A76-46533 .nes with A76-46895 I - A76-47847 ill gas N76-33207 N76-32198 eduction: A76 <sup>4</sup> 45398 .ircraft A76-45794 .ircraft A76-47392 .ircraft	ERROR ANALYSIS  New developments and accuracy limits in air flight testing [AIAA PAPER 76-897] Accuracy limits in nonsteady flight testing [ICAS PAPER 76-46] ERROR DETECTION CODES  Realization of failure detection in digital control systems [NASA-TT-P-17277] EVALUATION Evaluation of two swept-infinite-wing potential/viscous-flow computer programs [NASA-CR-145037] EXHAUST GASES  Determination of effects of ambient condit: aircraft engine emissions engine testing, volume 1: GTCP 85 APU, TPE 331 turboprof [PB-252825/5] Determination of effects of ambient condit: aircraft engine emissions engine testing, volume 2: GTCP 85 APU, TPE 331 turboprof [PB-252826/3] EXHAUST BOZZLES Performance of an isolated two-dimensional	A76-45384 A76-47390 L flight N76-33212 Lons on N76-33200 Lons on N76-33210 wedge
A solution to airport noise  On the off-design operation of bypass-enginal variable nozzles and turbines  Future trends in aero gas turbine design. Conventional engines  Choice of compressor pressure ratio of smaturbines placed in a bypass engine duct [NASA-TT-F-17280]  ENGINE INLETS  Dump diffuser inlet program [AD-A023404]  ENGINE NOISE  Status Report - Subsonic aircraft noise results update Sept. 1976 [AIAA PAPER 76-921]  Noise technology requirements for future a powerplants  External noise of light propeller-driven a [ICAS PAPER 76-48]  Opportunities for future improvements in a noise [ICAS PAPER 76-50]	A76-46533 .nes with A76-46895 I - A76-47847 :11 gas N76-33207 N76-32198 :duction: A76 <sup>4</sup> 45398 :ircraft A76-45794 :rcraft A76-47392 :rcraft	PREOR ANALYSIS  New developments and accuracy limits in air flight testing [AIAA PAPER 76-897] Accuracy limits in nonsteady flight testing [ICAS PAPER 76-46]  PREOR DETECTION CODES  Realization of failure detection in digital control systems [NASA-TT-P-17277]  EVALUATION  EVALUATION  EVALUATION  EVALUATION  SVALUATION  EVALUATION  OF THE STANDARD AND THE STANDA	A76-45384 A76-47390 L flight N76-33212 Lons on N76-33200 Lons on N76-33210 wedge
A solution to airport noise  On the off-design operation of bypass-enging variable nozzles and turbines  Future trends in aero gas turbine design. Conventional engines  Choice of compressor pressure ratio of smaturbines placed in a bypass engine duct [NASA-TT-F-17280]  ENGINE INLETS  Dump diffuser inlet program [AD-A023404]  ENGINE NOISE  Status Report - Subsonic aircraft noise resuperation of the second powerplants  External noise of light propeller-driven a powerplants  External noise of light propeller-driven a noise [ICAS PAPER 76-48] Opportunities for future improvements in a noise [ICAS PAPER 76-50] Static and wind tunnel near-field/far-field	A76-46533 nes with  A76-46895 I -  A76-47847 ill gas  N76-33207  N76-32198 iduction:  A76-45398 ircraft  A76-45794 ircraft A76-47392 ircraft  A76-47394 d jet	ERROR ANALYSIS  New developments and accuracy limits in air flight testing [AIAA PAPER 76-897] Accuracy limits in nonsteady flight testing [ICAS PAPER 76-46] ERROR DETECTION CODES Realization of failure detection in digital control systems [NASA-TT-P-17277] EVALUATION EVALUATION Evaluation of two swept-infinite-wing potential/viscous-flow computer programs [NASA-CR-145037] EXHAUST GASES Determination of effects of ambient conditional aircraft engine emissions engine testing. Volume 1: GTCP 85 APU, TPE 331 turboprof [PB-252825/5] Determination of effects of ambient conditionarraft engine emissions engine testing. Volume 2: GTCP 85 apu, TPE 331 turboprof [PB-252826/3] EXHAUST BOZZLES Performance of an isolated two-dimensional nozzle with fixed cowl and variable wedge centerbody at Mach numbers up to 2.01	A76-45384 A76-47396 A76-3321 N76-33212 N76-33209 N76-33209 N76-33210 Wedge
A solution to airport noise  On the off-design operation of bypass-enging variable nozzles and turbines  Future trends in aero gas turbine design. Conventional engines  Choice of compressor pressure ratio of smaturbines placed in a bypass engine duct [NASA-TT-F-17280]  ENGINE INLETS  Dump diffuser inlet program  [AD-A023404]  ENGINE NOISE  Status Report - Subsonic aircraft noise results update Sept. 1976  [AIAA PAPER 76-921]  Noise technology requirements for future a powerplants  External noise of light propeller-driven a [ICAS PAPER 76-48]  Opportunities for future improvements in a noise  [ICAS PAPER 76-50]  Static and wind tunnel near-field/far-field noise measurements from model scale sing	A76-46533 .nes with A76-46895 I - A76-47847 :11 gas N76-33207 N76-32198 :duction: A76-45398 :rcraft A76-47394 :rcraft A76-47394 d jet le-flow	ERROR ANALYSIS  New developments and accuracy limits in air flight testing [AIAA PAPER 76-897] Accuracy limits in nonsteady flight testing [ICAS PAPER 76-46] ERROR DETECTION CODES  Realization of failure detection in digital control systems [NASA-TT-P-17277] EVALUATION Evaluation of two swept-infinite-wing potential/viscous-flow computer programs [NASA-CR-145037] EXHAUST GASES  Determination of effects of ambient condit: aircraft engine emissions engine testing, volume 1: GTCP 85 APU, TPE 331 turboprof [PB-252825/5] Determination of effects of ambient condit: aircraft engine emissions engine testing, volume 2: GTCP 85 APU, TPE 331 turboprof [PB-252826/3] EXHAUST BOZZLES  Performance of an isolated two-dimensional nozzle with fixed cowl and variable wedge centerbody at Mach numbers up to 2.01 [NASA-TN-D-8218]	A76-45384 A76-47390 L flight N76-33212 Lons on N76-33200 Lons on N76-33210 wedge
A solution to airport noise  On the off-design operation of bypass-enginal variable nozzles and turbines  Future trends in aero gas turbine design. Conventional engines  Choice of compressor pressure ratio of smaturbines placed in a bypass engine duct [NASA-TT-F-17280]  ENGINE INLETS  Dump diffuser inlet program [AD-A023404]  ENGINE NOISE  Status Report - Subsonic aircraft noise results update Sept. 1976 [AIAA PAPER 76-921]  Noise technology requirements for future a powerplants  External noise of light propeller-driven a [ICAS PAPER 76-48]  Opportunities for future improvements in a noise [ICAS PAPER 76-50]  Static and wind tunnel near-field/far-fiel noise measurements from model scale sing baseline and suppressor nozzles. Volume	A76-46533 .nes with A76-46895 I - A76-47847 :11 gas N76-33207 N76-32198 :duction: A76-45398 :ircraft A76-45794 :rcraft A76-47392 :rcraft A76-47394 d jet :le-flow :1:	PREOR ANALYSIS  New developments and accuracy limits in air flight testing [ATAA PAPER 76-897] Accuracy limits in nonsteady flight testing [ICAS PAPER 76-46]  PREOR DETECTION CODES  Realization of failure detection in digital control systems [NASA-TT-P-17277]  EVALUATION  EVALUATION  EVALUATION  EVALUATION  EVALUATION  EVALUATION  Outlier of two swept-infinite-wing potential/viscous-flow computer programs [NASA-CR-145037]  ETHAUST GASES  Determination of effects of ambient conditional aircraft engine emissions engine testing. Volume 1: GTCP 85 APU, TPE 331 turboprof [PB-252825/5]  Determination of effects of ambient conditional aircraft engine emissions engine testing. Volume 2: GTCP 85 apu, TPE 331 turboprof [PB-252826/3]  EXHAUST BOZZLES  Performance of an isolated two-dimensional nozzle with fixed cowl and variable wedge centerbody at Mach numbers up to 2.01  [NASA-TN-D-8218]  EXPLOSIONS	A76-45384 A76-47396 A76-3321 N76-33212 N76-33209 N76-33209 N76-33210 Wedge
A solution to airport noise  On the off-design operation of bypass-enginerable nozzles and turbines  Future trends in aero gas turbine design. Conventional engines  Choice of compressor pressure ratio of smaturbines placed in a bypass engine duct [NASA-TT-F-17280]  ENGINE INLETS  Dump diffuser inlet program [AD-A023404]  ENGINE NOISE  Status Report - Subsonic aircraft noise resure to power plants  External noise of light propeller-driven a powerplants  External noise of light propeller-driven a noise [ICAS PAPER 76-48] Opportunities for future improvements in a noise [ICAS PAPER 76-50] Static and wind tunnel near-field/far-field noise measurements from model scale sing baseline and suppressor nozzles. Volume Noise source locations and extrapolations	A76-46533 .nes with A76-46895 I - A76-47847 :11 gas N76-33207 N76-32198 :duction: A76-45398 :ircraft A76-45794 :rcraft A76-47392 :rcraft A76-47394 d jet :le-flow :1:	ERROR ANALYSIS  New developments and accuracy limits in air flight testing [AIAA PAPER 76-897] Accuracy limits in nonsteady flight testing [ICAS PAPER 76-46] ERROR DETECTION CODES  Realization of failure detection in digital control systems [NASA-TT-P-17277] EVALUATION Evaluation of two swept-infinite-wing potential/viscous-flow computer programs [NASA-CR-145037] EXHAUST GASES  Determination of effects of ambient condit: aircraft engine emissions engine testing, volume 1: GTCP 85 APU, TPE 331 turboprof [PB-252825/5] Determination of effects of ambient condit: aircraft engine emissions engine testing, volume 2: GTCP 85 APU, TPE 331 turboprof [PB-252826/3] EXHAUST BOZZLES  Performance of an isolated two-dimensional nozzle with fixed cowl and variable wedge centerbody at Mach numbers up to 2.01 [NASA-TN-D-8218]	A76-45384 A76-47396 A76-47396 A76-3321 N76-32129 N76-33209 N76-33210 Wedge
A solution to airport noise  On the off-design operation of bypass-enginal variable nozzles and turbines  Future trends in aero gas turbine design. Conventional engines  Choice of compressor pressure ratio of smaturbines placed in a bypass engine duct [NASA-TT-F-17280]  ENGINE INLETS  Dump diffuser inlet program [AD-A023404]  ENGINE NOISE  Status Report - Subsonic aircraft noise results update Sept. 1976 [AIAA PAPER 76-921]  Noise technology requirements for future a powerplants  External noise of light propeller-driven a [ICAS PAPER 76-48]  Opportunities for future improvements in a noise [ICAS PAPER 76-50]  Static and wind tunnel near-field/far-fiel noise measurements from model scale sing baseline and suppressor nozzles. Volume	A76-46533 .nes with A76-46895 I - A76-47847 :11 gas N76-33207 N76-32198 :duction: A76-45398 :ircraft A76-45794 :rcraft A76-47392 :rcraft A76-47394 d jet :le-flow :1:	PREOR ANALYSIS  New developments and accuracy limits in air flight testing [ATAA PAPER 76-897] Accuracy limits in nonsteady flight testing [ICAS PAPER 76-46]  PREOR DETECTION CODES  Realization of failure detection in digital control systems [NASA-TT-P-17277]  EVALUATION  EVALUATION  EVALUATION  EVALUATION  EVALUATION  EVALUATION  Outlier of two swept-infinite-wing potential/viscous-flow computer programs [NASA-CR-145037]  ETHAUST GASES  Determination of effects of ambient conditional aircraft engine emissions engine testing. Volume 1: GTCP 85 APU, TPE 331 turboprof [PB-252825/5]  Determination of effects of ambient conditional aircraft engine emissions engine testing. Volume 2: GTCP 85 apu, TPE 331 turboprof [PB-252826/3]  EXHAUST BOZZLES  Performance of an isolated two-dimensional nozzle with fixed cowl and variable wedge centerbody at Mach numbers up to 2.01  [NASA-TN-D-8218]  EXPLOSIONS	A76-45384 A76-47396 A76-3321 N76-33212 N76-33209 N76-33209 N76-33210 Wedge
A solution to airport noise  On the off-design operation of bypass-enginal variable nozzles and turbines  Future trends in aero gas turbine design. Conventional engines  Choice of compressor pressure ratio of smaturbines placed in a bypass engine duct [NASA-TT-F-17280]  ENGINE INLETS  Dump diffuser inlet program [AD-A023404]  ENGINE NOISE  Status Report - Subsonic aircraft noise resupdate Sept. 1976 [AIAA PAPER 76-921]  Noise technology requirements for future a powerplants  External noise of light propeller-driven a [ICAS PAPER 76-48]  Opportunities for future improvements in a noise [ICAS PAPER 76-50]  Static and wind tunnel near-field/far-field noise measurements from model scale sing baseline and suppressor nozzles. Volume Noise source locations and extrapolation static free-field jet noise data [NASA-CR-137913]  ENGINE PARTS	A76-46533 nes with  A76-46895 I -  A76-47847 ill gas  N76-33207  N76-32198 iduction:  A76-45398 ircraft  A76-45794 ircraft A76-47392 ircraft  A76-47394 d jet ile-flow il: of N76-32972	PREOR ANALYSIS  New developments and accuracy limits in air flight testing [AIAA PAPER 76-897] Accuracy limits in nonsteady flight testing [ICAS PAPER 76-46]  PEROR DETECTION CODES Realization of failure detection in digital control systems [NASA-TT-P-17277]  EVALUATION  (PB-252825/5]  Determination of effects of ambient condit: aircraft engine emissions engine testing. Volume 1: GTCP 85 APU, TPE 331 turboprof [PB-252826/3]  EVALUATI HOUSE  Performance of an isolated two-dimensional nozzle with fixed cowl and variable wedge centerbody at Mach numbers up to 2.01  [NASA-TN-D-8218]  EXPLOSIONS  Advances in engine burst containment  EXTERNAL STORES  Development of prediction techniques for	A76-45384 A76-47396 A76-47396 A76-3321 N76-32129 Ons on N76-33209 N76-33210 wedge
A solution to airport noise  On the off-design operation of bypass-enginal variable nozzles and turbines  Future trends in aero gas turbine design. Conventional engines  Choice of compressor pressure ratio of smaturbines placed in a bypass engine duct [NASA-TT-F-17280]  ENGINE INLETS  Dump diffuser inlet program [AD-A023404]  ENGINE NOISE  Status Report - Subsonic aircraft noise results used to the second proper second	A76-46533 .nes with A76-46895 I - A76-47847 :11 gas N76-33207 N76-32198 :duction: A76 <sup>4</sup> 45398 :rcraft A76-45794 :rcraft A76-47392 :rcraft A76-47394 d jet :1: :of N76-32972 :or blades	ERROR ANALYSIS  New developments and accuracy limits in air flight testing [AIAA PAPER 76-897] Accuracy limits in nonsteady flight testing [ICAS PAPER 76-46] ERROR DETECTION CODES Realization of failure detection in digital control systems [NASA-TT-P-17277] EVALUATION Evaluation of two swept-infinite-wing potential/viscous-flow computer programs [NASA-CR-145037] EXHAUST GASES Determination of effects of ambient condit: aircraft engine emissions engine testing. Volume 1: GTCP 85 APU, TPE 331 turboprof [PB-252825/5] Determination of effects of ambient condit: aircraft engine emissions engine testing. Volume 2: GTCP 85 APU, TPE 331 turboprof [PB-252826/3] EXHAUST BOZZLES Performance of an isolated two-dimensional nozzle with fixed cowl and variable wedge centerbody at Mach numbers up to 2.01 [NASA-TN-D-8218] EXTERNAL STORES Development of prediction techniques for aerodynamic loads acting on external stores	A76-45384 A76-47390 L flight N76-33212 Lons on N76-33200 Lons on N76-33210 wedge
A solution to airport noise  On the off-design operation of bypass-enginal variable nozzles and turbines  Future trends in aero gas turbine design. Conventional engines  Choice of compressor pressure ratio of smaturbines placed in a bypass engine duct [NASA-TT-F-17280]  ENGINE INLETS  Dump diffuser inlet program [AD-A023404]  ENGINE NOISE  Status Report - Subsonic aircraft noise results update Sept. 1976 [AIAA PAPER 76-921]  Noise technology requirements for future a powerplants  External noise of light propeller-driven a [ICAS PAPER 76-48]  Opportunities for future improvements in a noise [ICAS PAPER 76-50]  Static and wind tunnel near-field/far-fiel noise measurements from model scale sing baseline and suppressor nozzles. Volume Noise source locations and extrapolation static free-field jet noise data [NASA-CR-137913]  ENGINE PAPER  A new type of attachment for B/Al compress [ICAS PAPER 76-10]	A76-46533 nes with  A76-46895 I -  A76-47847 ill gas  N76-33207  N76-32198 iduction:  A76-45398 ircraft  A76-45794 ircraft A76-47392 ircraft  A76-47394 d jet ile-flow il: of N76-32972	PREOR ANALYSIS  New developments and accuracy limits in air flight testing [AIAA PAPER 76-897] Accuracy limits in nonsteady flight testing [ICAS PAPER 76-46]  PREOR DETECTION CODES  Realization of failure detection in digital control systems [NASA-TT-F-17277]  EVALUATION  (PB-252825/5]  Determination of effects of ambient condition aircraft engine emissions engine testing. Volume 2: GTCP 85 apu, TPE 331 turboprof [PB-252826/3]  EVHAUST BOZZLES  Performance of an isolated two-dimensional nozzle with fixed cowl and variable wedge centerbody at Mach numbers up to 2.01  [NASA-TN-D-8218]  EXPLOSIONS  Advances in engine burst containment  EXTERNAL STORES  Development of prediction techniques for aerodynamic loads acting on external stor [AD-A021435]	A76-45384 A76-47396 A76-47396 A76-3321 N76-32129 Ons on N76-33209 N76-33210 wedge
A solution to airport noise  On the off-design operation of bypass-enginariable nozzles and turbines  Future trends in aero gas turbine design. Conventional engines  Choice of compressor pressure ratio of smaturbines placed in a bypass engine duct [NASA-TT-F-17280]  ENGINE INLETS  Dump diffuser inlet program [AD-A023404]  ENGINE NOISE  Status Report - Subsonic aircraft noise resure to pudate Sept. 1976 [AIAA PAPER 76-921]  Noise technology requirements for future a powerplants  External noise of light propeller-driven a [ICAS PAPER 76-48]  Opportunities for future improvements in a noise [ICAS PAPER 76-50]  Static and wind tunnel near-field/far-field noise measurements from model scale sing baseline and suppressor nozzles. Volume Noise source locations and extrapolation static free-field jet noise data [NASA-CR-137913]  ENGINE PARTS  A new type of attachment for B/Al compress [ICAS PAPER 76-10]	A76-46533 nes with  A76-46895 I -  A76-47847 ill gas  N76-33207  N76-32198 duction:  A76-45398 ircraft  A76-45794 ircraft  A76-47392 ircraft  A76-47394 d jet ile-flow ili of  N76-32972 for blades A76-47359	ERROR ANALYSIS  New developments and accuracy limits in air flight testing [AIAA PAPER 76-897] Accuracy limits in nonsteady flight testing [ICAS PAPER 76-46] ERROR DETECTION CODES Realization of failure detection in digital control systems [NASA-TT-P-17277] EVALUATION Evaluation of two swept-infinite-wing potential/viscous-flow computer programs [NASA-CR-145037] EXHAUST GASES Determination of effects of ambient conditical aircraft engine emissions engine testing. Volume 1: GTCP 85 APU, TPE 331 turboprof [PB-252825/5] Determination of effects of ambient conditical aircraft engine emissions engine testing. Volume 2: GTCP 85 apu, TPE 331 turboprof [PB-252826/3] EXHAUST BOZZLES Performance of an isolated two-dimensional nozzle with fixed cowl and variable wedge centerbody at Mach numbers up to 2.01 [NASA-TN-D-8218] EXPLOSIONS Advances in engine burst containment  EXTERNAL STORES Development of prediction techniques for aerodynamic loads acting on external stor [AD-A021435] EXTERNALLY BLOWN FLAPS	A76-45384 A76-47390 L flight N76-33212 Lons on N76-33200 Lons on N76-33210 wedge
A solution to airport noise  On the off-design operation of bypass-enginariable nozzles and turbines  Future trends in aero gas turbine design. Conventional engines  Choice of compressor pressure ratio of smaturbines placed in a bypass engine duct [NASA-TT-F-17280]  ENGINE INLETS  Dump diffuser inlet program [AD-A023404]  ENGINE NOISE  Status Report - Subsonic aircraft noise results and PAPER 76-921]  Noise technology requirements for future a powerplants  External noise of light propeller-driven a [ICAS PAPER 76-48]  Opportunities for future improvements in a noise [ICAS PAPER 76-50]  Static and wind tunnel near-field/far-field noise measurements from model scale sing baseline and suppressor nozzles. Volume Noise source locations and extrapolation static free-field jet noise data [NASA-CR-137913]  ENGINE PARTS  A new type of attachment for B/Al compress [ICAS PAPER 76-10]  ENGINE STARTERS  Study of startup regimes of the GT-35 gas	A76-46533 nes with  A76-46895 I -  A76-47847 ill gas  N76-33207  N76-32198 duction:  A76-45398 ircraft  A76-45794 ircraft  A76-47392 ircraft  A76-47394 d jet ile-flow ili of  N76-32972 for blades A76-47359	ERROR ANALYSIS  New developments and accuracy limits in air flight testing [AIAA PAPER 76-897] Accuracy limits in nonsteady flight testing [ICAS PAPER 76-46] ERROR DETECTION CODES Realization of failure detection in digital control systems [NASA-TT-F-17277] EVALUATION Evaluation of two swept-infinite-wing potential/viscous-flow computer programs [NASA-CR-145037] EXHAUST GASES  Determination of effects of ambient conditiaircraft engine emissions engine testing. Volume 1: GTCP 85 APU, TPE 331 turboprof [PB-252825/5] Determination of effects of ambient conditiaircraft engine emissions engine testing. Volume 2: GTCP 85 APU, TPE 331 turboprof [PB-252826/3] EXHAUST BOZZLES Performance of an isolated two-dimensional nozzle with fixed cowl and variable wedge centerbody at Mach numbers up to 2.01 [NASA-TN-D-8218] EXPENSIONS Advances in engine burst containment  EXTERNAL STORES Development of prediction techniques for aerodynamic loads acting on external stor [AD-AO21435] EXTERNALLY BLOWN PLAPS Prediction of longitudinal aerodynamic	A76-45384 A76-47390 L flight N76-33212 Lons on N76-33200 Ons on N76-33210 wedge N76-32134 N76-32184
A solution to airport noise  On the off-design operation of bypass-enginariable nozzles and turbines  Future trends in aero gas turbine design. Conventional engines  Choice of compressor pressure ratio of smaturbines placed in a bypass engine duct [NASA-TT-F-17280]  ENGINE INLETS  Dump diffuser inlet program [AD-A023404]  ENGINE NOISE  Status Report - Subsonic aircraft noise resure to pudate Sept. 1976 [AIAA PAPER 76-921]  Noise technology requirements for future a powerplants  External noise of light propeller-driven a [ICAS PAPER 76-48]  Opportunities for future improvements in a noise [ICAS PAPER 76-50]  Static and wind tunnel near-field/far-field noise measurements from model scale sing baseline and suppressor nozzles. Volume Noise source locations and extrapolation static free-field jet noise data [NASA-CR-137913]  ENGINE PARTS  A new type of attachment for B/Al compress [ICAS PAPER 76-10]	A76-46533 .nes with A76-46895 I - A76-47847 :11 gas N76-33207 N76-32198 :duction: A76-45398 :ircraft A76-45794 :rcraft A76-47392 :rcraft A76-47394 d jet :1e-flow :1: of N76-32972 :or blades A76-47359 turbine	PREOR ANALYSIS  New developments and accuracy limits in air flight testing [AIAA PAPER 76-897] Accuracy limits in nonsteady flight testing [ICAS PAPER 76-46]  PREOR DETECTION CODES  Realization of failure detection in digital control systems [NASA-TT-P-17277]  EVALUATION  EVALUATIO	A76-45384 A76-47390 L flight N76-33212 Lons on N76-33200 Ons on N76-33210 wedge N76-32134 N76-32184
A solution to airport noise  On the off-design operation of bypass-enginariable nozzles and turbines  Future trends in aero gas turbine design. Conventional engines  Choice of compressor pressure ratio of sme turbines placed in a bypass engine duct [NASA-TT-F-17280]  ENGINE INLETS  Dump diffuser inlet program [AD-A023404]  ENGINE NOISE  Status Report - Subsonic aircraft noise results and paper 76-921]  Noise technology requirements for future a powerplants  External noise of light propeller-driven a [ICAS PAPER 76-48]  Deportunities for future improvements in a noise [ICAS PAPER 76-50]  Static and wind tunnel near-field/far-field noise measurements from model scale sing baseline and suppressor nozzles. Volume Noise source locations and extrapolation static free-field jet noise data [NASA-CR-137913]  ENGINE PARTS  A new type of attachment for B/Al compress [ICAS PAPER 76-10]  ENGINE STARTERS  Study of startup regimes of the GT-35 gas installation turbocompressor tests	A76-46533 nes with  A76-46895 I -  A76-47847 ill gas  N76-33207  N76-32198 duction:  A76-45398 ircraft  A76-45794 ircraft  A76-47392 ircraft  A76-47394 d jet ile-flow ili of  N76-32972 for blades A76-47359	ERROR ANALYSIS  New developments and accuracy limits in air flight testing [AIAA PAPER 76-897] Accuracy limits in nonsteady flight testing [ICAS PAPER 76-46] ERROR DETECTION CODES Realization of failure detection in digital control systems [NASA-TT-F-17277] EVALUATION EVALUATION Evaluation of two swept-infinite-wing potential/viscous-flow computer programs [NASA-CR-145037] EXHAUST GASES Determination of effects of ambient conditical aircraft engine emissions engine testing. Volume 1: GTCP 85 APU, TPE 331 turboprof [PB-252825/5] Determination of effects of ambient conditical aircraft engine emissions engine testing. Volume 2: GTCP 85 apu, TPE 331 turboprof [PB-252826/3] EXHAUST BOZZLES Performance of an isolated two-dimensional nozzle with fixed cowl and variable wedge centerbody at Mach numbers up to 2.01 [NASA-TN-D-8218] EXPLOSIONS Advances in engine burst containment  EXTERNAL STORES Development of prediction techniques for aerodynamic loads acting on external stor [AD-A021435] EXTERNALLY BLOWN PLAPS Prediction of longitudinal aerodynamic characteristics of STOL configurations with externally blown high lift devices	A76-45384 A76-47396 A76-47396 A76-3321 A76-32129 A76-33209 A76-33210 A76-33210 A76-33210 A76-32134 A76-32184 A76-33203
A solution to airport noise  On the off-design operation of bypass-enginariable nozzles and turbines  Future trends in aero gas turbine design. Conventional engines  Choice of compressor pressure ratio of smaturbines placed in a bypass engine duct [NASA-TT-F-17280]  ENGINE INLETS  Dump diffuser inlet program [AD-a023404]  ENGINE NOISE  Status Report - Subsonic aircraft noise results update Sept. 1976 [AIAA PAPER 76-921]  Noise technology requirements for future a powerplants  External noise of light propeller-driven a [ICAS PAPER 76-48]  Opportunities for future improvements in a noise [ICAS PAPER 76-50]  Static and wind tunnel near-field/far-fiel noise measurements from model scale sing baseline and suppressor nozzles. Volume Noise source locations and extrapolation static free-field jet noise data [NASA-CR-137913]  ENGINE PAPER A-10]  ENGINE STARTERS  Study of startup regimes of the GT-35 gas installation turbocompressor tests	A76-46533 .nes with  A76-46895 I -  A76-47847 .il gas  N76-33207  N76-32198 .duction:  A76-45398 .ircraft  A76-45794 .ircraft A76-47392 .ircraft A76-47394 .d jet .il of N76-32972 .or blades A76-47359 .turbine A76-47280	ERROR ANALYSIS  New developments and accuracy limits in air flight testing [AIAA PAPER 76-897]  Accuracy limits in nonsteady flight testing [ICAS PAPER 76-46]  ERROR DETECTION CODES  Realization of failure detection in digital control systems [NASA-TT-F-17277]  EVALUATION  Evaluation of two swept-infinite-wing potential/viscous-flow computer programs [NASA-CR-145037]  EVHAUST GASES  Determination of effects of ambient conditial aircraft engine emissions engine testing. Volume 1: GTCP 85 APU, TPE 331 turboprof [PB-252825/5]  Determination of effects of ambient conditialircraft engine emissions engine testing. Volume 2: GTCP 85 APU, TPE 331 turboprof [PB-252826/3]  EXHAUST BOZZLES  Performance of an isolated two-dimensional nozzle with fixed cowl and variable wedge centerbody at Mach numbers up to 2.01 [NASA-TN-D-8218]  EXTERNAL STORES  Development of prediction techniques for aerodynamic loads acting on external stor [AD-AO21435]  EXTERNALLY BLOWN PLAPS  Prediction of longitudinal aerodynamic characteristics of STOL configurations will externally blown high lift devices [AIAA PAPER 76-934]	A76-45381 A76-47390 L flight N76-33212 Lons on N76-33200 N76-33210 wedge N76-32131 N76-32181 N76-32181
A solution to airport noise  On the off-design operation of bypass-enginariable nozzles and turbines  Future trends in aero gas turbine design. Conventional engines  Choice of compressor pressure ratio of sme turbines placed in a bypass engine duct [NASA-TT-F-17280]  ENGINE INLETS  Dump diffuser inlet program [AD-A023404]  ENGINE NOISE  Status Report - Subsonic aircraft noise results and paper 76-921]  Noise technology requirements for future a powerplants  External noise of light propeller-driven a [ICAS PAPER 76-48]  Deportunities for future improvements in a noise [ICAS PAPER 76-50]  Static and wind tunnel near-field/far-field noise measurements from model scale sing baseline and suppressor nozzles. Volume Noise source locations and extrapolation static free-field jet noise data [NASA-CR-137913]  ENGINE PARTS  A new type of attachment for B/Al compress [ICAS PAPER 76-10]  ENGINE STARTERS  Study of startup regimes of the GT-35 gas installation turbocompressor tests	A76-46533 .nes with  A76-46895 I -  A76-47847 .il gas  N76-33207  N76-32198 .duction:  A76-45398 .ircraft  A76-45794 .ircraft A76-47392 .ircraft A76-47394 .d jet .il of N76-32972 .or blades A76-47359 .turbine A76-47280	ERROR ANALYSIS  New developments and accuracy limits in air flight testing [AIAA PAPER 76-897] Accuracy limits in nonsteady flight testing [ICAS PAPER 76-46] ERROR DETECTION CODES Realization of failure detection in digital control systems [NASA-TT-F-17277] EVALUATION EVALUATION Evaluation of two swept-infinite-wing potential/viscous-flow computer programs [NASA-CR-145037] EXHAUST GASES Determination of effects of ambient conditical aircraft engine emissions engine testing. Volume 1: GTCP 85 APU, TPE 331 turboprof [PB-252825/5] Determination of effects of ambient conditical aircraft engine emissions engine testing. Volume 2: GTCP 85 apu, TPE 331 turboprof [PB-252826/3] EXHAUST BOZZLES Performance of an isolated two-dimensional nozzle with fixed cowl and variable wedge centerbody at Mach numbers up to 2.01 [NASA-TN-D-8218] EXPLOSIONS Advances in engine burst containment  EXTERNAL STORES Development of prediction techniques for aerodynamic loads acting on external stor [AD-A021435] EXTERNALLY BLOWN PLAPS Prediction of longitudinal aerodynamic characteristics of STOL configurations with externally blown high lift devices	A76-45381 A76-47390 L flight N76-33212 Lons on N76-33200 N76-33210 wedge N76-32131 N76-32181 N76-32181

SUBJECT INDEX FLIGHT PATHS

A computer program to calculate the longitudinal aerodynamic characteristics of wing-flap configurations with externally blown flaps [NASA-CR-2706] N76-32131	PIBITE BLEBERT METHOD  Advances in engine burst containment and finite element applications to battle-damaged structure [AGARD-R-648] Pinite element applications to battle damaged
F	structure N76-32185
F-4 AIRCRAFT	PINS
Damage tolerance assessment of P-4 aircraft [AIAA PAPER 76-904] Low and high frequency aircraft gunfire vibration:	Wrap around fins - Design considerations [AIAA PAPER 76-942] PIRE CONTROL
Prediction and laboratory simulation	Application and employment of RPV's in Central
[AD-A023619] N76-32601 The influence of roll, pitch, and yaw rate	EUROPE [DGLR PAPER 76-061] A76-45487
perturbations on the alpha-beta stability envelope of the P-4D aircraft [AD-A023216] N76-33215	FIRE FIGHTING  Pire-fighting and rescue techniques and equipment  for aircraft safety
Simplified radar azimuth beamspread study	A76-46544
[AD-A022618] N76-33388 F-16 AIRCRAFT	FIRE PREVENTION Fire-fighting and rescue techniques and equipment
YF-16 pilot report A76-47016	for aircraft safety A76-46544
Integration of hybrid structure into low-cost	PLEXIBLE WINGS
aircraft design: Rationale and methodology [AD-A023416] N76-33199	Response analysis of flexible aircraft with active control
F-100 AIRCRAFT	[AIAA PAPER 76-913] A76-45395
A multi-variable control for the P100 engine operating at sea level static	PLIGHT CHARACTERISTICS Investigation of the absolute stability of an
[AD-A022699] N76-32195	elastic aircraft during flight on course A76-45371
P-111 AIRCRAFT Analysis of shock-absorbing concepts for	History and development of a system for
bird-proof windshields of advanced Air Force	stall-departure improvement for the A-7 attack
vehicles [AD-A023621] N76-32142	aircraft [AIAA PAPER 76-891] A76-45379
FABRICATION	C-5 Galaxy - An operational appraisal
Inventory of possibilities that a weaver offers to radome manufacturers	A76-46278
A76-45699	Gust load regulations passenger aircraft airworthiness
The demonstration of advanced metallic	A76-47122
technologies in primary wing structure [AIAA PAPER 76-908] A76-47681	Resume of steep gradient research at RAE Bedford [ICAS PAPER 76-52] A76-47396
PAILURE HODES	The influence of roll, pitch, and yaw rate
Causes of breakage of centrifugal compressor	perturbations on the alpha-beta stability
blading in Lis type engines A76-47115	envelope of the P-4D aircraft [AD-A023216] N76-33215
FATIGUE (MATERIALS)	FLIGHT CONDITIONS
Prediction of fatigue crack propagation in aircraft materials under variable-amplitude	Static electrification of aircraft and trial bodies under various meteorological conditions
loading	A76-47011
[VTH-193] N76-32576	PLIGHT CONTROL
Influence of detected crack length at inspections on probability of fatigue failure of wing panel	
	Plight test development and evaluation of a multimode digital flight control system in an A-7D
[PFA-HU-1745-PT-2] N76-32583	multimode digital flight control system in an A-7D [AIAA PAPER 76-927] A76-45404
[FFA-HU-1745-PT-2] N76-32583 FIGHTER AIRCRAPT	multimode digital flight control system in an A-7D [AIAA PAPER 76-927] A76-45404 Integrated flight control system design for CCV
[PFA-HU-1745-PT-2] N76-32583	multimode digital flight control system in an A-7D [AIAA PAPER 76-927] A76-45404 Integrated flight control system design for CCV [AIAA PAPER 76-941] A76-45415
[PFA-HU-1745-PT-2] N76-32583 PIGHTER AIRCRAFT The AFTI concept - A new approach to technology transition [AIAA PAPER 76-888] A76-45377	multimode digital flight control system in an A-7D [AIAA PAPER 76-927] A76-45404 Integrated flight control system design for CCV [AIAA PAPER 76-941] A76-45415 Periodic control and the optimality of aircraft cruise for fuel consumption minimization
[PPÅ-HU-1745-PT-2] N76-32583 PIGHTBR AIRCRAFT The AFTI concept - A new approach to technology transition [AIAA PAPER 76-888] The fighter CCV program - Demonstrating new	multimode digital flight control system in an A-7D [AIAA PAPER 76-927] Integrated flight control system design for CCV [AIAA PAPER 76-941] Periodic control and the optimality of aircraft cruise for fuel consumption minimization A76-47199
[PFA-HU-1745-PT-2] N76-32583  PIGHTER AIRCRAFT  The AFTI concept - A new approach to technology transition [AIAA PAPER 76-888] A76-45377  The fighter CCV program - Demonstrating new control methods for tactical aircraft [AIAA PAPER 76-889] A76-45378	multimode digital flight control system in an A-7D [AIAA PAPER 76-927]  Integrated flight control system design for CCV [AIAA PAPER 76-941]  Periodic control and the optimality of aircraft cruise for fuel consumption minimization  A76-47199  Plight data identification of six degree-of-freedom stability and control
[PRA-HU-1745-PT-2] N76-32583  PIGHTBR AIRCRAFT  The AFTI concept - A new approach to technology transition [AIAA PAPER 76-888] A76-45377  The fighter CCV program - Demonstrating new control methods for tactical aircraft [AIAA PAPER 76-889] A76-45378  High speed aerodynamic design of an innovative	multimode digital flight control system in an A-7D [ATAA PAPER 76-927] Integrated flight control system design for CCV [AIAA PAPER 76-941] Periodic control and the optimality of aircraft cruise for fuel consumption minimization A76-47199 Plight data identification of six degree-of-freedom stability and control derivatives of a large crane type helicopter
[PRÄ-HU-1745-PT-2] N76-32583  PIGHTER AIRCRAFT  The APTI concept - A new approach to technology transition [AIAA PAPER 76-888]  The fighter CCV program - Demonstrating new control methods for tactical aircraft [AIAA PAPER 76-889]  High speed aerodynamic design of an innovative V/STOL canard-wing configuration vertical	multimode digital flight control system in an A-7D [AIAA PAPER 76-927] Integrated flight control system design for CCV [AIAA PAPER 76-941] Periodic control and the optimality of aircraft cruise for fuel consumption minimization A76-47199 Plight data identification of six degree-of-freedom stability and control derivatives of a large crane type helicopter [NASA-TM-X-73958]
[PRÄ-HU-1745-PT-2] N76-32583  PIGHTER AIRCRAFT The APTI concept - A new approach to technology transition [AIAA PAPER 76-888] The fighter CCV program - Demonstrating new control methods for tactical aircraft (AIAA PAPER 76-889) High speed aerodynamic design of an innovative V/STOL canard-wing configuration vertical takeoff XPV-12A supersonic fighter [AIAA PAPER 76-910] A76-45394	multimode digital flight control system in an A-7D [ATAA PAPER 76-927] Integrated flight control system design for CCV [AIAA PAPER 76-941] Periodic control and the optimality of aircraft cruise for fuel consumption minimization A76-47199 Plight data identification of six degree-of-freedom stability and control derivatives of a large crane type helicopter [NASA-TM-X-73958] Realization of failure detection in digital flight control systems
[PRÄ-HU-1745-PT-2]  PIGHTER AIRCRAFT  The APTI concept - A new approach to technology transition [AIAA PAPER 76-888]  The fighter CCV program - Demonstrating new control methods for tactical aircraft [AIAA PAPER 76-889]  High speed aerodynamic design of an innovative V/STOL canard-wing configuration vertical takeoff XPV-12A supersonic fighter [AIAA PAPER 76-910]  Flight test development and evaluation of a	multimode digital flight control system in an A-7D [AIAA PAPER 76-927] Integrated flight control system design for CCV [AIAA PAPER 76-941] Periodic control and the optimality of aircraft cruise for fuel consumption minimization A76-47199 Plight data identification of six degree-of-freedom stability and control derivatives of a large crane type helicopter [NASA-TM-X-73958] Realization of failure detection in digital flight control systems [NASA-TT-P-17277] N76-33213
[PRÄ-HU-1745-PT-2] N76-32583  PIGHTER AIRCRAFT The APTI concept - A new approach to technology transition [AIAA PAPER 76-888] The fighter CCV program - Demonstrating new control methods for tactical aircraft (AIAA PAPER 76-889) High speed aerodynamic design of an innovative V/STOL canard-wing configuration vertical takeoff XPV-12A supersonic fighter [AIAA PAPER 76-910] A76-45394	multimode digital flight control system in an A-7D [ATAA PAPER 76-927] Integrated flight control system design for CCV [AIAA PAPER 76-941] Periodic control and the optimality of aircraft cruise for fuel consumption minimization A76-47199 Plight data identification of six degree-of-freedom stability and control derivatives of a large crane type helicopter [NASA-TM-X-73958] Realization of failure detection in digital flight control systems
[PRÄ-HU-1745-PT-2]  PIGHTER AIRCRAFT  The APTI concept - A new approach to technology transition [AIAA PAPER 76-888]  The fighter CCV program - Demonstrating new control methods for tactical aircraft [AIAA PAPER 76-889]  High speed aerodynamic design of an innovative V/STOL canard-wing configuration vertical takeoff XPV-12A supersonic fighter [AIAA PAPER 76-910]  Flight test development and evaluation of a multimode digital flight control system in an A-7D [AIAA PAPER 76-927]  Integrated flight control system design for CCV	multimode digital flight control system in an A-7D [ATAA PAPER 76-927] Integrated flight control system design for CCV [ATAA PAPER 76-941] Periodic control and the optimality of aircraft cruise for fuel consumption minimization A76-45419 Plight data identification of six degree-of-freedom stability and control derivatives of a large crane type helicopter [NASA-TM-X-73958] Realization of failure detection in digital flight control systems [NASA-TT-P-17277] PLIGHT HAZARDS Static electrification of aircraft and trial bodies under various meteorological conditions
[PFÄ-HU-1745-PT-2]  PIGHTER AIRCRAPT  The APTI concept - A new approach to technology transition [AIAA PAPER 76-888]  The fighter CCV program - Demonstrating new control methods for tactical aircraft [AIAA PAPER 76-889]  High speed aerodynamic design of an innovative V/STOL canard-wing configuration vertical takeoff XPV-12A supersonic fighter [AIAA PAPER 76-910]  Plight test development and evaluation of a multimode digital flight control system in an A-7D [AIAA PAPER 76-927]  A76-45404  Integrated flight control system design for CCV [AIAA PAPER 76-941]  A76-45415	multimode digital flight control system in an A-7D [AIAA PAPER 76-927]  Integrated flight control system design for CCV [AIAA PAPER 76-941]  Periodic control and the optimality of aircraft cruise for fuel consumption minimization A76-47199  Plight data identification of six degree-of-freedom stability and control derivatives of a large crane type helicopter [NASA-TM-X-73958]  Realization of failure detection in digital flight control systems [NASA-TT-P-17277]  PLIGHT HAZARDS  Static electrification of aircraft and trial bodies under various meteorological conditions A76-47011
[PRÄ-HU-1745-PT-2]  PIGHTRR AIRCRAFT  The APTI concept - A new approach to technology transition [AIAA PAPER 76-888]  The fighter CCV program - Demonstrating new control methods for tactical aircraft (AIAA PAPER 76-889)  High speed aerodynamic design of an innovative V/STOL canard-wing configuration vertical takeoff XPV-12A supersonic fighter [AIAA PAPER 76-910]  Plight test development and evaluation of a multimode digital flight control system in an A-7D [AIAA PAPER 76-927]  Integrated flight control system design for CCV [AIAA PAPER 76-941]  A76-45404  A76-45415  Advanced aerodynamics for transonic flight fighter aircraft design	multimode digital flight control system in an A-7D [ATAA PAPER 76-927] Integrated flight control system design for CCV [AIAA PAPER 76-941] Periodic control and the optimality of aircraft cruise for fuel consumption minimization A76-47199 Plight data identification of six degree-of-freedom stability and control derivatives of a large crane type helicopter [NASA-TM-X-73958] Realization of failure detection in digital flight control systems [NASA-TT-P-17277] PLIGHT HAZARDS Static electrification of aircraft and trial bodies under various meteorological conditions A76-47011 Winter thunderstorms in Japan - A hazard to aviation A76-47571
[PRÄ-HU-1745-PT-2]  PIGHTER AIRCRAFT  The APTI concept - A new approach to technology transition [AIAA PAPER 76-888]  The fighter CCV program - Demonstrating new control methods for tactical aircraft [AIAA PAPER 76-889]  High speed aerodynamic design of an innovative V/STOL canard-wing configuration vertical takeoff XPV-12A supersonic fighter [AIAA PAPER 76-910]  Flight test development and evaluation of a multimode digital flight control system in an A-7D [AIAA PAPER 76-927]  A76-45404  Integrated flight control system design for CCV [AIAA PAPER 76-941]  Advanced aerodynamics for transonic flight fighter aircraft design [ICAS PAPER 76-12]  A76-47360	multimode digital flight control system in an A-7D [AIAA PAPER 76-927]  Integrated flight control system design for CCV [AIAA PAPER 76-941]  Periodic control and the optimality of aircraft cruise for fuel consumption minimization A76-47199  Plight data identification of six degree-of-freedom stability and control derivatives of a large crane type helicopter [NASA-TM-X-73958]  Realization of failure detection in digital flight control systems [NASA-TT-P-17277]  PLIGHT HAZARDS  Static electrification of aircraft and trial bodies under various meteorological conditions A76-47011  Winter thunderstorms in Japan - A hazard to aviation A76-47571  Radar investigations of the bat hazard to high
[PRÄ-HU-1745-PT-2]  PIGHTRR AIRCRAFT  The APTI concept - A new approach to technology transition [AIAA PAPER 76-888]  The fighter CCV program - Demonstrating new control methods for tactical aircraft (AIAA PAPER 76-889)  High speed aerodynamic design of an innovative V/STOL canard-wing configuration vertical takeoff XPV-12A supersonic fighter [AIAA PAPER 76-910]  Plight test development and evaluation of a multimode digital flight control system in an A-7D [AIAA PAPER 76-927]  Integrated flight control system design for CCV [AIAA PAPER 76-941]  A76-45404  A76-45415  Advanced aerodynamics for transonic flight fighter aircraft design	multimode digital flight control system in an A-7D [ATAA PAPER 76-927] Integrated flight control system design for CCV [AIAA PAPER 76-941] Periodic control and the optimality of aircraft cruise for fuel consumption minimization A76-47199 Plight data identification of six degree-of-freedom stability and control derivatives of a large crane type helicopter [NASA-TM-X-73958] Realization of failure detection in digital flight control systems [NASA-TT-P-17277] PLIGHT HAZARDS Static electrification of aircraft and trial bodies under various meteorological conditions A76-47011 Winter thunderstorms in Japan - A hazard to aviation A76-47571
[PRÄ-HU-1745-PT-2]  PIGHTER AIRCRAFT  The APTI concept - A new approach to technology transition [AIAA PAPER 76-888]  The fighter CCV program - Demonstrating new control methods for tactical aircraft [AIAA PAPER 76-889]  High speed aerodynamic design of an innovative V/STOL canard-wing configuration vertical takeoff XPV-12A supersonic fighter [AIAA PAPER 76-910]  Flight test development and evaluation of a multimode digital flight control system in an A-7D [AIAA PAPER 76-927]  A76-45404  Integrated flight control system design for CCV [AIAA PAPER 76-941]  Advanced aerodynamics for transonic flight fighter aircraft design [ICAS PAPER 76-12]  The Franco-German experimental program for the evaluation of a supercritical wing for a combat aircraft application	multimode digital flight control system in an A-7D [AINA PAPER 76-927] Integrated flight control system design for CCV [AINA PAPER 76-941] Periodic control and the optimality of aircraft cruise for fuel consumption minimization A76-47199 Plight data identification of six degree-of-freedom stability and control derivatives of a large crane type helicopter [NASA-TM-X-73958] Realization of failure detection in digital flight control systems [NASA-TT-P-17277] PLIGHT HAZARDS Static electrification of aircraft and trial bodies under various meteorological conditions A76-47011 Winter thunderstorms in Japan - A hazard to aviation A76-47571 Radar investigations of the bat hazard to high performance aircraft at Randolph APB, Texas [AD-A024500] PLIGHT PATHS
[PRÄ-HU-1745-PT-2]  PIGHTBR AIRCRAFT  The AFTI concept - A new approach to technology transition [AIAA PAPER 76-888]  The fighter CCV program - Demonstrating new control methods for tactical aircraft [AIAA PAPER 76-889]  High speed aerodynamic design of an innovative V/STOL canard-wing configuration vertical takeoff XPV-12A supersonic fighter [AIAA PAPER 76-910]  Flight test development and evaluation of a multimode digital flight control system in an A-7D [AIAA PAPER 76-927]  A76-45404  Integrated flight control system design for CCV [AIAA PAPER 76-941]  Advanced aerodynamics for transonic flight fighter aircraft design [ICAS PAPER 76-12]  The Franco-German experimental program for the evaluation of a supercritical wing for a combat aircraft application [ICAS PAPER 76-21]  A76-47367	multimode digital flight control system in an A-7D [AIAA PAPER 76-927]  Integrated flight control system design for CCV [AIAA PAPER 76-941]  Periodic control and the optimality of aircraft cruise for fuel consumption minimization  A76-45415  Plight data identification of six degree-of-freedom stability and control derivatives of a large crane type helicopter [NASA-TH-X-73958]  Realization of failure detection in digital flight control systems [NASA-TT-F-17277]  N76-33213  PLIGHT HAZARDS  Static electrification of aircraft and trial bodies under various meteorological conditions  A76-47011  Winter thunderstorms in Japan - A hazard to aviation A76-47571  Radar investigations of the bat hazard to high performance aircraft at Randolph APB, Texas [AD-A024500]  N76-33173  PLIGHT PATHS  The Canadian STOL demonstration - The data
[PPA-HU-1745-PT-2]  PIGHTBR AIRCRAFT  The AFTI concept - A new approach to technology transition [AIAA PAPER 76-888]  The fighter CCV program - Demonstrating new control methods for tactical aircraft [AIAA PAPER 76-889]  High speed aerodynamic design of an innovative V/STOL canard-wing configuration vertical takeoff XFV-12A supersonic fighter [AIAA PAPER 76-910]  Flight test development and evaluation of a multimode digital flight control system in an A-7D [AIAA PAPER 76-927]  Integrated flight control system design for CCV [AIAA PAPER 76-941]  Advanced aerodynamics for transonic flight fighter aircraft design [ICAS PAPER 76-12]  The Franco-German experimental program for the evaluation of a supercritical wing for a combat aircraft application [ICAS PAPER 76-21]  Tornado - An advanced STOL fighter-bomber design [ICAS PAPER 76-51]	multimode digital flight control system in an A-7D [AIAA PAPER 76-927]  Integrated flight control system design for CCV [AIAA PAPER 76-941]  Periodic control and the optimality of aircraft cruise for fuel consumption minimization A76-47199  Plight data identification of six degree-of-freedom stability and control derivatives of a large crane type helicopter [NASA-TM-X-73958]  Realization of failure detection in digital flight control systems [NASA-TT-P-17277]  PLIGHT HAZARDS  Static electrification of aircraft and trial bodies under various meteorological conditions A76-47011  Winter thunderstorms in Japan - A hazard to aviation A76-47571  Radar investigations of the bat hazard to high performance aircraft at Randolph AFB, Texas [AD-A024500]  PLIGHT PATHS  The Canadian STOL demonstration - The data collection, the findings and their applications [ICAS PAPER 76-53]
[PRÄ-HU-1745-PT-2]  PIGHTBR AIRCRAFT  The AFTI concept - A new approach to technology transition [AIAA PAPER 76-888]  The fighter CCV program - Demonstrating new control methods for tactical aircraft [AIAA PAPER 76-889]  High speed aerodynamic design of an innovative V/STOL canard-wing configuration vertical takeoff XFV-12A supersonic fighter [AIAA PAPER 76-910]  Flight test development and evaluation of a multimode digital flight control system in an A-7D [AIAA PAPER 76-927]  A76-45404  Integrated flight control system design for CCV [AIAA PAPER 76-921]  Avanced aerodynamics for transonic flight fighter aircraft design [ICAS PAPER 76-12]  The Franco-German experimental program for the evaluation of a supercritical wing for a combat aircraft application [ICAS PAPER 76-21]  Tornado - An advanced STOL fighter-bomber design [ICAS PAPER 76-51]  Technical applications for an experimental	multimode digital flight control system in an A-7D [AIAA PAPER 76-927] Integrated flight control system design for CCV [AIAA PAPER 76-941] Periodic control and the optimality of aircraft cruise for fuel consumption minimization A76-47199 Plight data identification of six degree-of-freedom stability and control derivatives of a large crane type helicopter [NASA-TH-X-73958] Realization of failure detection in digital flight control systems [NASA-TT-F-17277] N76-33213 PLIGHT HAZARDS Static electrification of aircraft and trial bodies under various meteorological conditions A76-47011 Winter thunderstorms in Japan - A hazard to aviation A76-47571 Radar investigations of the bat hazard to high performance aircraft at Randolph APB, Texas [AD-A024500] N76-33173 PLIGHT PATHS The Canadian STOL demonstration - The data collection, the findings and their applications [ICAS PAPER 76-53] Conflict detection and resolution in the
[PPA-HU-1745-PT-2]  PIGHTBR AIRCRAFT  The AFTI concept - A new approach to technology transition [AIAA PAPER 76-888]  The fighter CCV program - Demonstrating new control methods for tactical aircraft [AIAA PAPER 76-889]  High speed aerodynamic design of an innovative V/STOL canard-wing configuration vertical takeoff XFV-12A supersonic fighter [AIAA PAPER 76-910]  Flight test development and evaluation of a multimode digital flight control system in an A-7D [AIAA PAPER 76-927]  Integrated flight control system design for CCV [AIAA PAPER 76-941]  Advanced aerodynamics for transonic flight fighter aircraft design [ICAS PAPER 76-12]  The Franco-German experimental program for the evaluation of a supercritical wing for a combat aircraft application [ICAS PAPER 76-21]  Tornado - An advanced STOL fighter-bomber design [ICAS PAPER 76-51]	multimode digital flight control system in an A-7D [AIAA PAPER 76-927]  Integrated flight control system design for CCV [AIAA PAPER 76-941]  Periodic control and the optimality of aircraft cruise for fuel consumption minimization A76-47199  Plight data identification of six degree-of-freedom stability and control derivatives of a large crane type helicopter [NASA-TM-X-73958]  Realization of failure detection in digital flight control systems [NASA-TT-P-17277]  PLIGHT HAZARDS  Static electrification of aircraft and trial bodies under various meteorological conditions A76-47011  Winter thunderstorms in Japan - A hazard to aviation A76-47571  Radar investigations of the bat hazard to high performance aircraft at Randolph AFB, Texas [AD-A024500]  PLIGHT PATHS  The Canadian STOL demonstration - The data collection, the findings and their applications [ICAS PAPER 76-53]
[PRA-HU-1745-PT-2]  PIGHTBR AIRCRAFT  The AFTI concept - A new approach to technology transition [AIAA PAPER 76-888]  The fighter CCV program - Demonstrating new control methods for tactical aircraft [AIAA PAPER 76-889]  High speed aerodynamic design of an innovative V/STOL canard-wing configuration vertical takeoff XPV-12A supersonic fighter [AIAA PAPER 76-910]  Flight test development and evaluation of a multimode digital flight control system in an A-7D [AIAA PAPER 76-927]  A76-45404  Integrated flight control system design for CCV [AIAA PAPER 76-921]  Advanced aerodynamics for transonic flight fighter aircraft design [ICAS PAPER 76-12]  The Franco-Gerban experimental program for the evaluation of a supercritical wing for a combat aircraft application [ICAS PAPER 76-21]  Tornado - An advanced STOL fighter-bomber design [ICAS PAPER 76-51]  Technical applications for an experimental supersonic cruise aircraft [AIAA PAPER 76-892]  A 76-47680  A vectored-engine-over-wing propulsive-lift concept	multimode digital flight control system in an A-7D [AIAA PAPER 76-927] Integrated flight control system design for CCV [AIAA PAPER 76-941] Periodic control and the optimality of aircraft cruise for fuel consumption minimization  A76-47199 Plight data identification of six degree-of-freedom stability and control derivatives of a large crane type helicopter [NASA-TH-X-73958] Realization of failure detection in digital flight control systems [NASA-TH-P17277] N76-33213 PLIGHT HAZARDS Static electrification of aircraft and trial bodies under various meteorological conditions  A76-47011 Winter thunderstorms in Japan - A hazard to aviation A76-47571 Radar investigations of the bat hazard to high performance aircraft at Randolph AFB, Texas [AD-A024500] N76-33173 PLIGHT PATHS The Canadian STOL demonstration - The data collection, the findings and their applications [ICAS PAPER 76-53] Conflict detection and resolution in the Netherlands ATC-system SARP II [ICAS PAPER 76-55] EVALUATION OF A NEW FLIGHT PATHS EVALUATION OF A NEW FLIGHT PAPER 76-55] EVALUATION OF A NEW FLIGHT PATHS EVALUATION OF A NEW FLIGHT PAPER 76-55] EVALUATION OF A NEW FLIGHT PAPER 76-5
[PRA-HU-1745-PT-2]  PIGHTER AIRCRAFT  The AFTI concept - A new approach to technology transition [AIAA PAPER 76-888]  The fighter CCV program - Demonstrating new control methods for tactical aircraft (AIAA PAPER 76-889]  High speed aerodynamic design of an innovative V/STOL canard-wing configuration vertical takeoff XFV-12A supersonic fighter [AIAA PAPER 76-910]  A76-45394  Flight test development and evaluation of a multimode digital flight control system in an A-7D [AIAA PAPER 76-927]  A76-45404  Integrated flight control system design for CCV (AIAA PAPER 76-941]  A76-45404  Integrated aerodynamics for transonic flight fighter aircraft design [ICAS PAPER 76-12]  The Franco-German experimental program for the evaluation of a supercritical wing for a combat aircraft application [ICAS PAPER 76-21]  Tornado - An advanced STOL fighter-bomber design [ICAS PAPER 76-51]  Technical applications for an experimental supersonic cruise aircraft [AIAA PAPER 76-892]  A vectored-engine-over-wing propulsive-lift concept [AIAA PAPER 76-917]  A76-47684	multimode digital flight control system in an A-7D [AIAA PAPER 76-927] Integrated flight control system design for CCV [AIAA PAPER 76-941] Periodic control and the optimality of aircraft cruise for fuel consumption minimization  A76-45415 Periodic control and the optimality of aircraft cruise for fuel consumption minimization  A76-47199 Plight data identification of six degree-of-freedom stability and control derivatives of a large crane type helicopter [NASA-TH-X-73958] Realization of failure detection in digital flight control systems [NASA-TT-F-17277] N76-33212 PLIGHT HAZARDS Static electrification of aircraft and trial bodies under various meteorological conditions  A76-47011 Winter thunderstorms in Japan - A hazard to aviation A76-47571 Radar investigations of the bat hazard to high performance aircraft at Randolph AFB, Texas [AD-A024500] N76-33173 PLIGHT PATHS The Canadian STOL demonstration - The data collection, the findings and their applications [ICAS PAPER 76-53] Conflict detection and resolution in the Netherlands ATC-system SARP II [ICAS PAPER 76-55] Evaluation of a new flight path command control concept
FPA-HU-1745-PT-2   N76-32583   PIGHTBR AIRCRAFT   The AFTI concept - A new approach to technology transition [AIAA PAPER 76-888]	multimode digital flight control system in an A-7D [AIAA PAPER 76-927] Integrated flight control system design for CCV [AIAA PAPER 76-941] Periodic control and the optimality of aircraft cruise for fuel consumption minimization  A76-45415 Plight data identification of six degree-of-freedom stability and control derivatives of a large crane type helicopter [NASA-TH-X-73958] Realization of failure detection in digital flight control systems [NASA-TH-71777] N76-33213 PLIGHT HAZARDS Static electrification of aircraft and trial bodies under various meteorological conditions  A76-47011 Winter thunderstorms in Japan - A hazard to aviation A76-47571 Radar investigations of the bat hazard to high performance aircraft at Randolph AFB, Texas [AD-A024500] N76-33173 PLIGHT PATHS The Canadian STOL demonstration - The data collection, the findings and their applications [ICAS PAPER 76-53] Conflict detection and resolution in the Netherlands ATC-system SARP II [ICAS PAPER 76-55] Evaluation of a new flight path command control concept [ICAS PAPER 76-56] Evaluation of the bird-aircraft strike hazards at
[PPA-HU-1745-PT-2]  PIGHTBR AIRCRAFT  The AFTI concept - A new approach to technology transition [AIAA PAPER 76-888]  The fighter CCV program - Demonstrating new control methods for tactical aircraft [AIAA PAPER 76-889]  High speed aerodynamic design of an innovative V/STOL canard-wing configuration vertical takeoff XFV-12A supersonic fighter [AIAA PAPER 76-910]  Flight test development and evaluation of a multimode digital flight control system in an A-7D [AIAA PAPER 76-927]  Integrated flight control system design for CCV [AIAA PAPER 76-941]  Advanced aerodynamics for transonic flight fighter aircraft design [ICAS PAPER 76-12]  The Franco-German experimental program for the evaluation of a supercritical wing for a combat aircraft application [ICAS PAPER 76-21]  Tornado - An advanced STOL fighter-bomber design [ICAS PAPER 76-51]  Technical applications for an experimental supersonic cruise aircraft [AIAA PAPER 76-892]  A vectored-engine-over-wing propulsive-lift concept [AIAA PAPER 76-917]  F-18 Navy air combat fighter	multimode digital flight control system in an A-7D [AIAA PAPER 76-927]  Integrated flight control system design for CCV [AIAA PAPER 76-941]  Periodic control and the optimality of aircraft cruise for fuel consumption minimization  A76-47199  Plight data identification of six degree-of-freedom stability and control derivatives of a large crane type helicopter [NASA-TM-X-73958]  Realization of failure detection in digital flight control systems [NASA-TT-P-17277]  PLIGHT HAZARDS  Static electrification of aircraft and trial bodies under various meteorological conditions  A76-47011  Winter thunderstorms in Japan - A hazard to aviation A76-47571  Radar investigations of the bat hazard to high performance aircraft at Randolph APB, Texas [AD-A024500]  PLIGHT PATHS  The Canadian STOL demonstration - The data collection, the findings and their applications [ICAS PAPER 76-53]  Conflict detection and resolution in the Netherlands ATC-system SAR? II [ICAS PAPER 76-55]  Evaluation of a new flight path command control concept [ICAS PAPER 76-56]

PLIGHT SAFETY SUBJECT INDEX

PLIGHT SAFETY Hanaging safety; Proceedings of the Twenty-eighth	PLOW DISTRIBUTION Generation of free-molecular flow for special
International Air Safety Seminar, Amsterdam,	aerodynamics research
Netherlands, November 2-6, 1975  A76-46851  Corporate/business accident picture /USA/	A76-46974  An experimental and computational investigation of the flow field about a transonic airfoil in
A76-46852 An analysis of U.S. air carrier jet accidents for	supercritical flow with turbulent boundary-layer separation
1974 A76-46853	[ICAS PAPER 76-15] A76-47363 Design techniques for high by-pass ratio
The establishment of safe separations between aircraft in flight	powerplant nozzle systems [ICAS PAPER 76-32] A76-47377
A76-46856 Basics of the planning of modern aircraft	The effect of wake thickness on the rolling-up process in two dimensions
technical maintenance systems A76-47114 PLIGHT SIMULATION	[ICAS PAPER 76-34] A76-47379  PLOW THEORY  The Legendre condition in optimum problems of
Program definition and preliminary results of a	supersonic gasdynamics
long-term evaluation program of advanced composites for supersonic cruise aircraft	A76-45199 Delta wings with leading-edge separation
applications A76-45877	[IAF PAPER ST-76-06] A76-46171 Developments in transonic steady and unsteady flow
FLIGHT SIMULATORS Plight simulation testing equipment for composite	theory [ICAS PAPER 76-06] A76-47355
material systems A76-45878	PLOW VELOCITY  Determination of the moments of aerodynamic forces
The art and science of modern flight testing - A personal view	acting on three-dimensional bodies that move under the 'law of locality'
[ICAS PAPER 76-45] A76-47389 Expansion of flight simulator capability for study	A76-44906 Simulation of the effects of forward velocity on
and solution of aircraft directional control problems on runways, phase 1	jet noise in an open circuit wind tunnel [ONERA, TP NO. 1976-6E] A76-46368
[NASA-CR-145084] N76-32203	Equilibrium temperature distribution of blades
A seat cushion to provide realistic acceleration cues for aircraft simulators	situated in high-speed flow A76-46989
[NASA-TM-X-73954] N76-33189	PLOW VISUALIZATION Study of the statistical characteristics of
Effectiveness of a pilot ground trainer as a part task instrument flight rules flight-checking	pulsations of the boundary of the turbulent wake
device stage 2 [AD-A026754/2] N76-33218	behind bodies of various shapes flying at supersonic velocity
PLIGHT STABILITY TESTS	A76-45069
<pre>Plight data identification of six degree-of-freedom stability and control</pre>	PLUTTER ANALYSIS  Effect of phase angle on multibladed rotor flutter
derivatives of a large crane type helicopter	for helicopter rotors
[NASA-TM-X-73958] N76-33212 FLIGHT TESTS	PLY BY WIRE CONTROL
Flight test status of the fighter CCV [AIAA PAPER 76-884] A76-45376	Integrated flight control system design for CCV [AIAA PAPER 76-941] A76-45415
More effective aircraft stability and control flight testing through use of system	PORECASTING  The future of aviation, volume 1 in the United
identification technology [AIAA PAPER 76-894] A76-45381	States [GPO-72-600] N76-33131
New developments and accuracy limits in aircraft	The future of aviation, volume 2 in the United
flight testing [AIAA PAPER 76-897] A76-45384	States [GPO-77-667] N76-33132
Flight certification testing for the A-7D advanced composite outer wing panel	FREE MOLECULAR PLOW Use of generalized similarity laws in computing
[AIAA PAPER 76-907] A76-45392	the aerodynamic characteristics of three-dimensional bodies
Flight test development and evaluation of a multimode digital flight control system in an A-7D	A76-44909
[AIAA PAPER 76-927] Plight evaluation of a digital data broadcast	Generation of free-molecular flow for special aerodynamics research
technique as an aid to area navigation operations	A76-46974
[AIAA PAPER 76-928] A76-45405 The Franco-German experimental program for the	FUEL CONSUMPTION  Possible means of decreasing helicopter drag
evaluation of a supercritical wing for a compat	A76-44923
aircraft application [ICAS PAPER 76-21] A76-47367	An evaluation of very large airplanes and alternative fuels
The art and science of modern flight testing - A	[AIAA PAPER 76-920] A76-45397
personal view [ICAS PAPER 76-45] A76-47389	A hyprid airship concept for Naval missions [AIAA PAPER 76-923] A76-45400
Accuracy limits in nonsteady flight testing [ICAS PAPER 76-46] A76-47390	Puture trends in transport aircraft propulsion A76-45784
B-1 flight test - Progress report	Evaluation of low wing-loading fuel conservative,
[AIAA PAPER 76-886] Flight testing of the Tornado - The current	short-haul transports [NASA-CR-145041] N76-32182
situation /August 1976/	Energy management techniques for fuel conservation
[AIAA PAPER 76-887] A76-47679 The design, development, and flight test results	in military transport aircraft [AD-A023527] N76-32333
of the Boeing 737 aircraft antennas for the ICAO	FUEL SYSTEMS
demonstration of the TRSB microwave landing system [NASA-TN-x-73943] N76-32146	<pre>Hydroxsystem - A hydrogen-propulsion system for airships</pre>
The 737 graphite composite flight spoiler flight	FUEL TANKS
service evaluation [NASA-CP-132663] N76-32181	Lightning protection of low density aircraft
Abbreviated full-scale flight test investigation of the Lockheed L1011 trailing vortex system	structures [ICAS PAPER 76-58] A76-47402
using tower fly-by technique	[2003 181311 10 30] 870-47402
[AD-A028095/8] N76-33187	

SUBJECT INDEX HELICOPTER CONTROL

FUSELAGES Stability tests involving aircraft structur	ral	GOVERNMENT/INDUSTRY RELATIONS Governmental regulation of airlines and	đ
components	A76-45485	aircraft industry	A76-45787
G		USAF's crusade to streamline industrial pro	A76-47017
GAS PLOW		GRAPHITE The 737 graphite composite flight spoiler is	fliaht
Dynamics and erosion study of solid particl cascade	les in a	service evaluation [NASA-CR-132663]	N76-32181
	A76-45143	GRAPHS (CHARTS)	
GAS GENERATORS		Design to Cost Conference, Boston, Mass., 1	
Design techniques for high by-pass ratio powerplant nozzle systems		28, 1976 and Palo Alto, Calif., June 14, 1976, Abridged Proceedings	13,
[ICAS PAPER 76-32]	A76-47377	·	A76-45798
GAS TEMPERATURE Equilibrium temperature distribution of bla	ades	A quick, graphical way to analyze rotor wh:	171 176-46825
situated in high-speed flow		GROUND BASED CONTROL	
GAS TURBINE ENGINES	A76-46989	Research in ground-based near-terminal area guidance and control	a 4D
Directional structures for advanced aircrai	ft		A76-47401
turbine blades	176 05063	GROUND EPPECT	e
[AIAA PAPER 76-938] Puture trends in aero gas turbine design. I	A76-45413 T -	Ground run maneuvering qualities of aircrase nose wheel control	tt with
Conventional engines		[ICAS PAPER 76-47]	A76-47391
Manufacture of gas turbine engine power sha	A76-47847	GROUND EFFECT MACHINES  The US Army's new air cushion lighter	
induction brazing	ire by	The US Army S new dir cushion righter	A76-45223
n=====================================	A76-47918	Interference effects on lateral forces and	moments
Effect of inlet temperature and pressure of emissions from a premixing gas turbine pr		on high L/B SES arrangements [AIAA PAPER 76-859]	A76-45508
zone combustor		Recent advances in wing-in-ground effect to	echnology
[NASA-CR-2740] Inspection of composites using a computer-1	N76-33208	[AIAA PAPER 76-874] Practical considerations regarding	A76-45517
real-time radiographic facility	baseu	wing-in-ground-effect aircraft	
[NASA-TM-X-73504]	N76-33526	[AIAA PAPER 76-878]	A76-45521
GAS TURBINES On the off-design operation of bypass-engin	nes with	An appraisal of present and future large commercial hovercraft	
variable nozzles and turbines			A76-47848
Study of startup regimes of the GT-35 gas t	A76-46895 turbine	GROUND HANDLING  Future air cargo transportation system - A	
installation turbocompressor tests		national need	
Testing the annular combustion chamber of t	A76-47280	[AIAA PAPER 76-922] GROUND SUPPORT EQUIPMENT	A76-45399
aircraft engine using natural gas for		Air cycle ground air conditioners for airc	raft
stationary gas turbine installation	A76-47281	support [AIAA PAPER 76-947]	A76-45420
Gas turbine transpiration cooling research.		GROUND SUPPORT SYSTEMS	A70-45420
1: An experimental study of turbine airfo		Maintaining Concorde on the line - A look	at
<pre>wakes as influenced by upstream nozzle va [AD-A023445]</pre>	N76-32193	British Airways and Air France	A76-46750
A multi-variable control for the P100 engin	ne	GROUND TESTS	
operating at sea level static [AD-A022699]	N76-32195	YC-14 propulsion system ground rig test [AIAA PAPER 76-918]	A76-45396
GAS-SOLID INTERPACES		GUNFIRE	_
A wing-jet interaction theory for USB confi Upper Surface Blowing	igurations	Effect of gun pulse on helicopter attitude: [AD-A023461]	s N76-33214
	A76-45097	GUST LOADS	
GEARS Advanced helicopter structural design		Gust load regulations passenger aircra: airworthiness	£ŧ
investigation. Volume 2: Design applica	ation	411 101 011000	A76-47122
study for free planet transmissions [AD-A024478]	N76-33201		
GENERAL AVIATION AIRCRAPT	170-33201	H	
Designing the 1985 VATLIT Very Advanced		H-53 HELICOPTER	
Technology Light Twin for general aviation	A76-46265	Civil helicopter flight research for Ci helicopter	n-53
Corporate/business accident picture /USA/		[AIAA PAPER 76-896]	A76-45383
Briefs of accidents involving aerial applic	A76-46852	HARMONIC OSCILLATION  Evaluation of pressure distributions on the	1 n wings
operations. US general aviation 1974	Sucton	with distorted control surfaces oscillat:	ing
[PB-250520/4]	N76-33168	harmonically in linearised, compressible	
Briefs of accidents involving missing and a later recovered aircraft. US general av		subsonic flow. Part 1: Details of the productions, and a set of numerical re-	
1974		including comparisons with experiment	
[PB-250516/2] Briefs of accidents involving amateur/home	N76-33169 built	[ARC-R/M-3783] HEAT RESISTABT ALLOYS	N76-33150
aircraft. US general aviation 1974		Directional structures for advanced aircra	ft
[PB-250517/0] Briefs of accidents involving air taxi open	N76-33170	turbine blades [AIAA PAPER 76-938]	A76-45413
US general aviation 1974		HEAVY LIFT HELICOPTERS	270 10413
[PB-250518/8]	N76-33171	Plight data identification of six	
GOVERHMENT PROCUREMENT Design to Cost Conference, Boston, Mass., !	May 27,	<pre>degree-of-freedom stability and control derivatives of a large crane type helico</pre>	pter
28, 1976 and Palo Alto, Calif., June 14,		[NASA-TM-X-73958]	N76-33212
1976, Abridged Proceedings	A76-45798	HELICOPTER CONTROL  Effect of gun pulse on helicopter attitude:	s
	43770	[AD-A023461]	N76-33214

HELICOPTER DESIGN SUBJECT INDEX

HELICOPTER DESIGN		IMPACT DAMAGE	
Possible means of decreasing helicopter dr	ag	Impact of composite plates: A	nalysis of stresses
Civil helicopter flight research for C	A76-44923 CH-53	and forces [NASA-CR-134999]	N76-32251
helicopter [AIAA PAPER 76-896]	3.7C - 4.5.202	IMPACT LOADS	
Advanced helicopter structural design	A76-45383	Bird impact forces in aircraft [AD-A023628]	N76-32143
investigation. Volume 2: Design applic	ation	Impact of composite plates: A	
study for free planet transmissions		and forces	maribro di Barabada
[AD-A024478]	N76-33201	[NASA-CR-134999]	N76-32251
HELICOPTER PERFORMANCE		IMPACT RESISTANCE	
Helicopter dynamics Book		Energy-absorbing materials for	improving
	A76-47350	helicopter crashworthiness	
Optimization of the rotor-wing system from	i.	[AD-A023006]	N76-33197
helicopter performance point of view	N76 #7300	INDEPENDENT VARIABLES	
[ICAS PAPER 76-37]	A76-47382	Flight data identification of	
The effect of helicopter main rotor blade and spacing on performance, blade loads,		degree-of-freedom stability a derivatives of a large crane	
acoustics	and	[NASA-TM-X-73958]	N76-33212
[NASA-CP-2737]	N76-32124	INDUCTION HEATING	11,0 33212
HELICOPTERS		Manufacture of gas turbine eng.	ine power shaft by
Effect of phase angle on multibladed rotor	flutter	induction brazing	F
for helicopter rotors		•	A76-47918
	A76-46631	INDUSTRIAL ENERGY	
Energy-absorbing materials for improving		Hydrogen energy technology - U	
helicopter crashworthiness			A76-45242
[AD-A023006]	N76-33197	INERTIAL NAVIGATION	
HODOGRAPHS		Integrated aircraft navigation	A76-45796
The design of transonic airfoils under	· · · ·	INFINITE SPAN WINGS	A70-45796
consideration of shock wave boundary lay interaction	er	Evaluation of two swept-infini	to-W100
[ICAS PAPER 76-14]	A76-47362	potential/viscous-flow compu	
HULLS (STRUCTURES)	1.70 47302	[NASA-CR-145037]	N76-32129
Interference effects on lateral forces and	noments	INFRARED SPECTRA	
on high L/B SES arrangements		Visible and near infrared spec-	tral transmission
[AIAA PAPER 76-859]	A76-45508	characteristics of windscree:	
HUMAN PACTORS ENGINEERING		[AD-A022769]	N76-33191
	US	INJURIES	
general aviation calendar year 1974		Briefs of accidents involving	
[PB-252606/9]	N76-32144	aircraft. US general aviation	
Overview of marca arrowst marca mallu	tion and	[PB-250514/7] INLET FLOW	N76-33167
Overview of noise aircraft noise pollu community reaction	tion and	An exponential investigation of	f the behaviour of
Community reduction	A76-45793	conical diffusers in turbuler	
HYDROGEN FUELS			
Hydrogen FUELS Hydroxsystem - A hydrogen-propulsion syste		INLET PRESSURE	A76-46817
HYDROGEN FUBLS Hydroxsystem - A hydrogen-propulsion syste airships			A76-46817
Hydroxsystem - A hydrogen-propulsion syste		INLET PRESSURE	A76-46817 d pressure on
Hydroxsystem - A hydrogen-propulsion syste	m for A76-45030	INLET PRESSURE  Effect of inlet temperature and emissions from a premixing ga zone combustor	A76-46817 d pressure on as turbine primary
Hydroxsystem - A hydrogen-propulsion syste airships Hydrogen energy technology - Update 1976	m for	INLET PRESSURE  Effect of inlet temperature and emissions from a premixing ga zone combustor [NASA-CR-2740]	A76-46817 d pressure on
Hydroxsystem - A hydrogen-propulsion syste airships  Hydrogen energy technology - Update 1976  HYDROGEN-BASED ENERGY	m for A76-45030	INLET PRESSURE  Effect of inlet temperature and emissions from a premixing ga zone combustor [NASA-CR-2740] INSTRUMENT FLIGHT RULES	A76-46817 d pressure on as turbine primary N76-33208
Hydroxsystem - A hydrogen-propulsion syste airships Hydrogen energy technology - Update 1976	em for A76-45030 A76-45242	INLET PRESSURE  Effect of inlet temperature and emissions from a premixing ga zone combustor [NASA-CR-2740]  INSTRUMENT FLIGHT RULES Effectiveness of a pilot ground	A76-46817 d pressure on as turbine primary N76-33208 d trainer as a part
Hydroxsystem - A hydrogen-propulsion syste airships  Hydrogen energy technology - Update 1976  HYDROGEN-BASED ENERGY Hydrogen energy technology - Update 1976	m for A76-45030	INLET PRESSURE  Effect of inlet temperature and emissions from a premixing gazone combustor [NASA-CR-2740]  INSTRUMENT FLIGHT RULES  Effectiveness of a pilot ground task instrument flight rules	A76-46817 d pressure on as turbine primary N76-33208 d trainer as a part
Hydroxsystem - A hydrogen-propulsion syste airships  Hydrogen energy technology - Update 1976  HYDROGEN-BASED ENERGY Hydrogen energy technology - Update 1976  HYPERSONIC AIRCRAFT	A76-45030 A76-45242 A76-45242	INLET PRESSURE  Effect of inlet temperature and emissions from a premixing gazone combustor [NASA-CR-2740]  INSTRUMENT FLIGHT RULES  Effectiveness of a pilot ground task instrument flight rules device stage 2	A76-46817 d pressure on as turbine primary N76-33208 d trainer as a part flight-checking
Hydroxsystem - A hydrogen-propulsion syste airships  Hydrogen energy technology - Update 1976  HYDROGEN-BASED ENERGY Hydrogen energy technology - Update 1976  HYPERSONIC AIRCRAPT A structural design for a hypersonic resea	A76-45030 A76-45242 A76-45242	INLET PRESSURE  2ffect of inlet temperature and emissions from a premixing gastone combustor  [NASA-CR-2740]  INSTRUMENT PLIGHT RULES  Effectiveness of a pilot ground task instrument flight rules device stage 2  [AD-A026754/2]	A76-46817 d pressure on as turbine primary N76-33208 d trainer as a part
Hydroxsystem - A hydrogen-propulsion syste airships  Hydrogen energy technology - Update 1976  HYDROGEN-BASED ENERGY Hydrogen energy technology - Update 1976  HYPERSONIC AIRCRAFT	A76-45030 A76-45242 A76-45242	INLET PRESSURE  Effect of inlet temperature and emissions from a premixing ga zone combustor [NASA-CR-2740]  INSTRUMENT FLIGHT RULES  Effectiveness of a pilot ground task instrument flight rules device stage 2 [AD-AD26754/2]  INTERNATIONAL COOPERATION	A76-46817 d pressure on as turbine primary N76-33208 d trainer as a part flight-checking N76-33218
Hydroxsystem - A hydrogen-propulsion syste airships  Hydrogen energy technology - Update 1976  HYDROGEN-BASED ENERGY Hydrogen energy technology - Update 1976  HYPERSONIC AIRCRAFT A structural design for a hypersonic resea aircraft [AIAA PAPER 76-906]	A76-45030 A76-45242 A76-45242	INLET PRESSURE  2ffect of inlet temperature and emissions from a premixing gastone combustor  [NASA-CR-2740]  INSTRUMENT PLIGHT RULES  Effectiveness of a pilot ground task instrument flight rules device stage 2  [AD-A026754/2]	A76-46817 d pressure on as turbine primary N76-33208 d trainer as a part flight-checking N76-33218 program for the
Hydroxsystem - A hydrogen-propulsion syste airships  Hydrogen energy technology - Update 1976  HYDROGEN-BASED ENERGY Hydrogen energy technology - Update 1976  HYPERSONIC AIRCRAFT A structural design for a hypersonic resea aircraft [AIAA PAPER 76-906] Puture of VTOL and other radical concepts	A76-45030 A76-45242 A76-45242	INLET PRESSURE  Effect of inlet temperature and emissions from a premixing gazone combustor [NASA-CR-2740]  INSTRUMENT PLIGHT RULES  Effectiveness of a pilot ground task instrument flight rules device stage 2 [AD-A026754/2]  INTERNATIONAL COOPERATION  The Franco-German experimental	A76-46817 d pressure on as turbine primary  N76-33208 d trainer as a part flight-checking  N76-33218 program for the
Hydroxsystem - A hydrogen-propulsion syste airships  Hydrogen energy technology - Update 1976  HYDROGEN-BASED ENERGY Hydrogen energy technology - Update 1976  HYPERSONIC AIRCRAFT A structural design for a hypersonic resea aircraft [AIAA PAPER 76-906] Puture of VTOL and other radical concepts  HYPERSONIC FLIGHT	A76-45030 A76-45242 A76-45242 rch A76-45391 A76-45782	INLET PRESSURE  Effect of inlet temperature and emissions from a premixing gazone combustor [NASA-CR-2740]  INSTRUMENT PLIGHT RULES  Effectiveness of a pilot ground task instrument flight rules device stage 2 [AD-A026754/2]  INTERNATIONAL COOPERATION  The Franco-German experimental evaluation of a supercritical aircraft application [ICAS PAPER 76-21]	A76-46817 d pressure on as turbine primary N76-33208 d trainer as a part flight-checking N76-33218 program for the
Hydroxsystem - A hydrogen-propulsion syste airships  Hydrogen energy technology - Update 1976  HYDROGEN-BASED ENERGY Hydrogen energy technology - Update 1976  HYPERSONIC AIRCRAPT  A structural design for a hypersonic resea aircraft [AIAA PAPPER 76-906] Puture of VTOL and other radical concepts  HYPERSONIC PLICHT Rain erosion - A serious problem for slip-	A76-45030 A76-45242 A76-45242 rch A76-45391 A76-45782	INLET PRESSURE  Effect of inlet temperature and emissions from a premixing gazone combustor [NASA-CR-2740]  INSTRUMENT PLIGHT RULES  Effectiveness of a pilot ground task instrument flight rules device stage 2  [AD-A026754/2]  INTERNATIONAL COOPERATION  The Franco-German experimental evaluation of a supercritical aircraft application [ICAS PAPER 76-21]  INTERNATIONAL LAW	A76-46817 d pressure on as turbine primary  N76-33208 d trainer as a part flight-checking  N76-33218 program for the arm of the trainer a combat  A76-47367
Hydroxsystem - A hydrogen-propulsion system airships  Hydrogen energy technology - Update 1976  HYDROGEN-BASED ENERGY Hydrogen energy technology - Update 1976  HYPERSONIC AIRCRAFT  A structural design for a hypersonic reseaverable aircraft [AIAA PAPER 76-906] Puture of VTOL and other radical concepts  HYPERSONIC FLIGHT Rain erosion - A serious problem for slipfused silica radomes	A76-45030 A76-45242 A76-45242 rch A76-45391 A76-45782	INLET PRESSURE  Effect of inlet temperature and emissions from a premixing gazone combustor [NASA-CR-2740]  INSTRUMENT FLIGHT RULES  Effectiveness of a pilot ground task instrument flight rules device stage 2 [AD-A026754/2]  INTERNATIONAL COOPERATION  The Franco-German experimental evaluation of a supercritical aircraft application [ICAS PAPPR 76-21]  INTERNATIONAL LAW INTERNATIONAL LAW International bibliography of A	A76-46817 d pressure on as turbine primary  N76-33208 d trainer as a part flight-checking  N76-33218 program for the arm of the trainer a combat  A76-47367
Hydroxsystem - A hydrogen-propulsion syste airships  Hydrogen energy technology - Update 1976  HYDROGEN-BASED ENERGY Hydrogen energy technology - Update 1976  HYPERSONIC AIRCRAFT A structural design for a hypersonic resea aircraft [AIAN PAPER 76-906] Puture of VTOL and other radical concepts  HYPERSONIC FLIGHT Rain erosion - A serious problem for slip-fused silica radomes [ONERA, TP NO. 1976-98]	A76-45030 A76-45242 A76-45242 rch A76-45391 A76-45782	INLET PRESSURE  Effect of inlet temperature and emissions from a premixing gazone combustor [NASA-CR-2740]  INSTRUMENT PLIGHT RULES  Effectiveness of a pilot ground task instrument flight rules device stage 2  [AD-A026754/2]  INTERNATIONAL COOPERATION  The Franco-German experimental evaluation of a supercritical aircraft application [ICAS PAPER 76-21]  INTERNATIONAL LAW	A76-46817 d pressure on as turbine primary N76-33208 d trainer as a part flight-checking N76-33218 program for the n wing for a combat A76-47367 Air Law: Supplement
Hydroxsystem - A hydrogen-propulsion syste airships  Hydrogen energy technology - Update 1976  HYDROGEN-BASED ENERGY Hydrogen energy technology - Update 1976  HYPERSONIC AIRCRAPT  A structural design for a hypersonic resea aircraft [AIAA PAPPER 76-906] Future of VTOL and other radical concepts  HYPERSONIC FLIGHT  Rain erosion - A serious problem for slip- fused silica radomes [ONERA, TP NO. 1976-98]  HYPERSONIC FLOW	A76-45030 A76-45242 A76-45242 rch A76-45391 A76-45782 cast A76-46367	INLET PRESSURE  Effect of inlet temperature and emissions from a premixing gazone combustor [NASA-CR-2740]  INSTRUMENT PLIGHT RULES  Effectiveness of a pilot ground task instrument flight rules device stage 2  [AD-A026754/2]  INTERNATIONAL COOPERATION  The Franco-German experimental evaluation of a supercritical aircraft application [ICAS PAPER 76-21]  INTERNATIONAL LAW  International bibliography of 1972-1976 Book	A76-46817 d pressure on as turbine primary  N76-33208 d trainer as a part flight-checking  N76-33218 program for the arm of the trainer a combat  A76-47367
Hydroxsystem - A hydrogen-propulsion system airships  Hydrogen energy technology - Update 1976  HYDROGEN-BASED ENERGY Hydrogen energy technology - Update 1976  HYPERSONIC AIRCRAFT  A structural design for a hypersonic reseaverable aircraft [AIAA PAPER 76-906] Puture of VTOL and other radical concepts  HYPERSONIC FLIGHT Rain erosion - A serious problem for slipfused silica radomes [ONERR, TP NO. 1976-98]  HYPERSONIC FLOW Theory and experiments on the hypersonic serious problem for slip-	A76-45030 A76-45242 A76-45242 rch A76-45391 A76-45782 cast A76-46367	INLET PRESSURE  Effect of inlet temperature and emissions from a premixing gazone combustor [NASA-CR-2740]  INSTRUMENT FLIGHT RULES  Effectiveness of a pilot ground task instrument flight rules device stage 2 [AD-A026754/2]  INTERNATIONAL COOPERATION  The Franco-German experimental evaluation of a supercritical aircraft application [ICAS PAPER 76-21]  INTERNATIONAL LAW  International bibliography of 1972-1976 Book  INVISCID PLOW	A76-46817 d pressure on as turbine primary  N76-33208 d trainer as a part flight-checking  N76-33218 program for the arm of the combat  A76-47367 Air Law: Supplement
Hydroxsystem - A hydrogen-propulsion syste airships  Hydrogen energy technology - Update 1976  HYDROGEN-BASED ENERGY Hydrogen energy technology - Update 1976  HYPERSONIC AIRCRAFT A structural design for a hypersonic resea aircraft [AIAN PAPER 76-906] Puture of VTOL and other radical concepts  HYPERSONIC FLIGHT Rain erosion - A serious problem for slip-fused silica radomes [ONERA, TP NO. 1976-98]  HYPERSONIC FLOW Theory and experiments on the hypersonic s flow over long, slender bodies in a coni	A76-45030 A76-45242 A76-45242 rch A76-45391 A76-45782 cast A76-46367	INLET PRESSURE  Effect of inlet temperature and emissions from a premixing gazone combustor [NASA-CR-2740]  INSTRUMENT PLIGHT RULES  Effectiveness of a pilot ground task instrument flight rules device stage 2 [AD-A026754/2]  INTERNATIONAL COOPERATION  The Franco-German experimental evaluation of a supercritical aircraft application [ICAS PAPER 76-21]  INTERNATIONAL LAW  International bibliography of 1972-1976 Book  INVISCID PLOW  A Wing-jet interaction theory is	A76-46817 d pressure on as turbine primary  N76-33208 d trainer as a part flight-checking  N76-33218 program for the arm of the combat  A76-47367 Air Law: Supplement
Hydroxsystem - A hydrogen-propulsion system airships  Hydrogen energy technology - Update 1976  HYDROGEN-BASED ENERGY Hydrogen energy technology - Update 1976  HYPERSONIC AIRCRAFT  A structural design for a hypersonic resean aircraft [AIAA PAPPER 76-906] Puture of VTOL and other radical concepts  HYPERSONIC PLICHT Rain erosion - A serious problem for slipfused silica radomes [ONERA, TP NO. 1976-98]  HYPERSONIC FLOW Theory and experiments on the hypersonic sflow over long, slender bodies in a conifical paper 76-35]	A76-45030 A76-45242 A76-45242 rch A76-45391 A76-45782 cast A76-46367 cource cal nozzle A76-47380	INLET PRESSURE  Effect of inlet temperature and emissions from a premixing gazone combustor [NASA-CR-2740]  INSTRUMENT FLIGHT RULES  Effectiveness of a pilot ground task instrument flight rules device stage 2 [AD-A026754/2]  INTERNATIONAL COOPERATION  The Franco-German experimental evaluation of a supercritical aircraft application [ICAS PAPER 76-21]  INTERNATIONAL LAW  International bibliography of 1972-1976 Book  INVISCID PLOW	A76-46817 d pressure on as turbine primary  N76-33208 d trainer as a part flight-checking  N76-33218 program for the arm of the combat  A76-47367 Air Law: Supplement
Hydroxsystem - A hydrogen-propulsion syste airships  Hydrogen energy technology - Update 1976  HYDROGEN-BASED ENERGY Hydrogen energy technology - Update 1976  HYPERSONIC AIRCRAFT A structural design for a hypersonic resea aircraft [AIAA PAPER 76-906] Future of VTOL and other radical concepts  HYPERSONIC PLIGHT Rain erosion - A serious problem for slip-fused silica radomes [ONERA, TP NO. 1976-98]  HYPERSONIC FLOW Theory and experiments on the hypersonic s flow over long, slender bodies in a coni [ICAS PAPER 76-35] Unsteady and steady aerodynamic forces of	A76-45030 A76-45242 A76-45242 rch A76-45391 A76-45782 cast A76-46367 cource cal nozzle A76-47380 slender	INLET PRESSURE  Effect of inlet temperature and emissions from a premixing gazone combustor [NASA-CR-2740]  INSTRUMENT PLIGHT RULES  Effectiveness of a pilot ground task instrument flight rules device stage 2 [AD-A026754/2]  INTERNATIONAL COOPERATION  The Franco-German experimental evaluation of a supercritical aircraft application [ICAS PAPER 76-21]  INTERNATIONAL LAW  International bibliography of 1972-1976 Book  INVISCID PLOW  A Wing-jet interaction theory is	A76-46817 d pressure on as turbine primary  N76-33208 d trainer as a part flight-checking  N76-33218 program for the a combat  A76-47367 Air Law: Supplement  A76-45474 for USB configurations  A76-45097
Hydroxsystem - A hydrogen-propulsion system airships  Hydrogen energy technology - Update 1976  HYDROGEN-BASED ENERGY Hydrogen energy technology - Update 1976  HYPERSONIC AIRCRAFT  A structural design for a hypersonic resean aircraft [AIAA PAPPER 76-906] Puture of VTOL and other radical concepts  HYPERSONIC PLICHT Rain erosion - A serious problem for slipfused silica radomes [ONERA, TP NO. 1976-98]  HYPERSONIC FLOW Theory and experiments on the hypersonic sflow over long, slender bodies in a conifical paper 76-35]	A76-45030 A76-45242 A76-45242 rch A76-45391 A76-45782 cast A76-46367 cource cal nozzle A76-47380 slender	INLET PRESSURE  Effect of inlet temperature and emissions from a premixing gazone combustor [NASA-CR-2740]  INSTRUMENT FLIGHT RULES  Effectiveness of a pilot ground task instrument flight rules device stage 2 [AD-A026754/2]  INTERNATIONAL COOPERATION  The Franco-German experimental evaluation of a supercritical aircraft application [ICAS PAPER 76-21]  INTERNATIONAL LAW  International bibliography of 1972-1976 Book  INVISCID PLOW  A wing-jet interaction theory is a construction of the construction	A76-46817 d pressure on as turbine primary  N76-33208 d trainer as a part flight-checking  N76-33218 program for the a combat  A76-47367 Air Law: Supplement  A76-45474 for USB configurations  A76-45097
Hydroxsystem - A hydrogen-propulsion syste airships  Hydrogen energy technology - Update 1976  HYDROGEN-BASED ENERGY Hydrogen energy technology - Update 1976  HYPERSONIC AIRCRAFT A structural design for a hypersonic resea aircraft [AIAA PAPER 76-906] Future of VTOL and other radical concepts  HYPERSONIC FLIGHT Rain erosion - A serious problem for slip-fused silica radomes [ONERA, TP NO. 1976-98]  HYPERSONIC FLOW Theory and experiments on the hypersonic s flow over long, slender bodies in a coni [ICAS PAPER 76-35] Unsteady and steady aerodynamic forces of delta wings according to Newtonian theor [ICAS PAPER 76-36] Wave interactions in transonic and hyperso	A76-45030 A76-45242 A76-45242 rch A76-45391 A76-45782 cast A76-46367 cource cal nozzle A76-47380 slender y	INLET PRESSURE  Effect of inlet temperature and emissions from a premixing gazone combustor [NASA-CR-2740]  INSTRUMENT FLIGHT RULES  Effectiveness of a pilot ground task instrument flight rules device stage 2 [AD-A026754/2]  INTERNATIONAL COOPERATION  The Franco-German experimental evaluation of a supercritical aircraft application [ICAS PAPER 76-21]  INTERNATIONAL LAW  International bibliography of 1972-1976 Book  INVISCID PLOW  A wing-jet interaction theory in the composition of two-element high 1: transonic flow [ICAS PAPER 76-13]	A76-46817 d pressure on as turbine primary  N76-33208 d trainer as a part flight-checking  N76-33218 program for the a combat  A76-47367 Air Law: Supplement  A76-45474 for USB configurations  A76-45097 int systems in
Hydroxsystem - A hydrogen-propulsion syste airships  Hydrogen energy technology - Update 1976  HYDROGEN-BASED ENERGY Hydrogen energy technology - Update 1976  HYPERSONIC AIRCRAFT A structural design for a hypersonic resea aircraft [AIAN PAPER 76-906] Puture of VTOL and other radical concepts  HYPERSONIC FLIGHT Rain erosion - A serious problem for slip-fused silica radomes [ONERA, TP NO. 1976-98]  HYPERSONIC FLOW Theory and experiments on the hypersonic s flow over long, slender bodies in a coni [ICAS PAPER 76-35] Unsteady and steady aerodynamic forces of delta wings according to Newtonian theor [ICAS PAPER 76-36] Wave interactions in transonic and hyperso wing body combinations	A76-45030 A76-45242 A76-45242 rch A76-45391 A76-45782 cast A76-46367 cource cal nozzle A76-47380 slender y A76-47381	INLET PRESSURE  Effect of inlet temperature and emissions from a premixing gazone combustor [NASA-CR-2740]  INSTRUMENT PLIGHT RULES  Effectiveness of a pilot ground task instrument flight rules device stage 2 [AD-A026754/2]  INTERNATIONAL COOPERATION  The Franco-German experimental evaluation of a supercritical aircraft application [ICAS PAPER 76-21]  INTERNATIONAL LAW  International bibliography of 1972-1976 Book  INVISCID PLOW  A wing-jet interaction theory is Upper Surface Blowing  Analysis of two-element high 1: transonic flow [ICAS PAPER 76-13]  Theory and experiments on the legislations of the legislation of the legisl	A76-46817 d pressure on as turbine primary  N76-33208 d trainer as a part flight-checking  N76-33218 program for the a combat  A76-47367 Air Law: Supplement  A76-45474 for USB configurations  A76-45097 ift systems in  A76-47361 hypersonic source
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Hydroxsystem - A hydrogen-propulsion syste airships  Hydrogen energy technology - Update 1976  HYDROGEN-BASED ENERGY Hydrogen energy technology - Update 1976  HYPERSONIC AIRCRAFT A structural design for a hypersonic resea aircraft [AIAN PAPER 76-906] Puture of VTOL and other radical concepts  HYPERSONIC PLIGHT Rain erosion - A serious problem for slipfused silica radomes [ONERR, TP NO. 1976-98]  HYPERSONIC PLOW Theory and experiments on the hypersonic sflow over long, slender bodies in a coni [ICAS PAPER 76-35] Unsteady and steady aerodynamic forces of delta wings according to Newtonian theor [ICAS PAPER 76-36] Wave interactions in transonic and hyperso wing body combinations [AD-A023189]  HYPERSONIC WAKES Study of the statistical characteristics of pulsations of the boundary of the turbul behind bodies of various shapes flying a supersonic velocity  IDENTIFYING Bore effective aircraft stability and cont flight testing through use of system	A76-45030 A76-45242 A76-45242 rch A76-45391 A76-45391 A76-45782 cast A76-46367 cource cal nozzle A76-47380 slender y A76-47381 noz flow N76-33158 ent wake t	INLET PRESSURE  Effect of inlet temperature and emissions from a premixing gazone combustor [NASA-CR-2740]  INSTRUMENT FLIGHT RULES  Effectiveness of a pilot ground task instrument flight rules device stage 2 [AD-A026754/2]  INTERNATIONAL COOPERATION  The Franco-German experimental evaluation of a supercritical aircraft application [ICAS PAPER 76-21]  INTERNATIONAL LAW  International bibliography of 1972-1976 Book  INVISCID PLOW  A wing-jet interaction theory in the standard standard standard standard standard flow [ICAS PAPER 76-13]  Theory and experiments on the latter flow over long, slender bodic [ICAS PAPER 76-35]  Magnus forces on spinning super 2: The inviscid flow [AD-A022670]  JAPAN  Winter thunderstorms in Japan  JET AIRCRAPT  An analysis of U.S. air carrier	A76-46817 d pressure on as turbine primary  N76-33208 d trainer as a part flight-checking  N76-33218 program for the a combat  A76-47367 Air Law: Supplement  A76-45474 for USB configurations  A76-47361 hypersonic source es in a conical nozzle A76-47380 rsonic cones. Part  N76-32135
Hydroxsystem - A hydrogen-propulsion syste airships  Hydrogen energy technology - Update 1976  HYDROGEN-BASED ENERGY Hydrogen energy technology - Update 1976  HYPERSONIC AIRCRAPT A structural design for a hypersonic resea aircraft [AIAA PAPER 76-906] Future of VTOL and other radical concepts  HYPERSONIC FLIGHT Rain erosion - A serious problem for slip-fused silica radomes [ONERA, TP NO. 1976-98]  HYPERSONIC FLOW Theory and experiments on the hypersonic s flow over long, slender bodies in a coni [ICAS PAPER 76-35] Unsteady and steady aerodynamic forces of delta wings according to Newtonian theor (ICAS PAPER 76-36] Wave interactions in transonic and hyperso wing body combinations [AD-A023189]  HYPERSONIC WAKES Study of the statistical characteristics o pulsations of the boundary of the turbul behind bodies of various shapes flying a supersonic velocity  IDENTIFYING More effective aircraft stability and cont flight testing through use of system identification technology	A76-45030 A76-45242 A76-45242 rch A76-45391 A76-45391 A76-45782 cast A76-46367 cource cal nozzle A76-47380 slender y A76-47381 noz flow N76-33158 ent wake t	INLET PRESSURE  Effect of inlet temperature and emissions from a premixing gazone combustor [NASA-CR-2740]  INSTRUMENT PLIGHT RULES  Effectiveness of a pilot ground task instrument flight rules device stage 2 [AD-A026754/2]  INTERNATIONAL COOPERATION  The Franco-German experimental evaluation of a supercritical aircraft application [ICAS PAPER 76-21]  INTERNATIONAL LAW  International bibliography of A 1972-1976 Book  INVISCID FLOW  A wing-jet interaction theory in the supercritical aircraft application [ICAS PAPER 76-13]  Theory and experiments on the light transonic flow [ICAS PAPER 76-13]  Theory and experiments on the light flow over long, slender bodic [ICAS PAPER 76-35]  Magnus forces on spinning supercritical flow [AD-A022670]  JAPAN  Winter thunderstorms in Japan  JET AIRCRAFT	A76-46817 d pressure on as turbine primary  N76-33208 d trainer as a part flight-checking  N76-33218  program for the 1 wing for a combat  A76-47367 Air Law: Supplement  A76-45474 for USB configurations  A76-45097 ift systems in  A76-47361 hypersonic source es in a conical nozzle  A76-47380 rsonic cones. Part  N76-32135  - A hazard to awiation  A76-47571 r jet accidents for
Hydroxsystem - A hydrogen-propulsion syste airships  Hydrogen energy technology - Update 1976  HYDROGEN-BASED ENERGY Hydrogen energy technology - Update 1976  HYPERSONIC AIRCRAFT A structural design for a hypersonic resea aircraft [AIAN PAPER 76-906] Puture of VTOL and other radical concepts  HYPERSONIC PLIGHT Rain erosion - A serious problem for slipfused silica radomes [ONERR, TP NO. 1976-98]  HYPERSONIC PLOW Theory and experiments on the hypersonic sflow over long, slender bodies in a coni [ICAS PAPER 76-35] Unsteady and steady aerodynamic forces of delta wings according to Newtonian theor [ICAS PAPER 76-36] Wave interactions in transonic and hyperso wing body combinations [AD-A023189]  HYPERSONIC WAKES Study of the statistical characteristics of pulsations of the boundary of the turbul behind bodies of various shapes flying a supersonic velocity  IDENTIFYING Bore effective aircraft stability and cont flight testing through use of system	A76-45030 A76-45242 A76-45242 rch A76-45391 A76-45391 A76-45782 cast A76-46367 cource cal nozzle A76-47380 slender y A76-47381 noz flow N76-33158 ent wake t	INLET PRESSURE  Effect of inlet temperature and emissions from a premixing gazone combustor [NASA-CR-2740]  INSTRUMENT FLIGHT RULES  Effectiveness of a pilot ground task instrument flight rules device stage 2 [AD-A026754/2]  INTERNATIONAL COOPERATION  The Franco-German experimental evaluation of a supercritical aircraft application [ICAS PAPER 76-21]  INTERNATIONAL LAW  International bibliography of 1972-1976 Book  INVISCID PLOW  A wing-jet interaction theory in the standard standard standard standard standard flow [ICAS PAPER 76-13]  Theory and experiments on the latter flow over long, slender bodic [ICAS PAPER 76-35]  Magnus forces on spinning super 2: The inviscid flow [AD-A022670]  JAPAN  Winter thunderstorms in Japan  JET AIRCRAPT  An analysis of U.S. air carrier	A76-46817 d pressure on as turbine primary  N76-33208 d trainer as a part flight-checking  N76-33218 program for the a combat  A76-47367 Air Law: Supplement  A76-45474 for USB configurations  A76-47361 hypersonic source es in a conical nozzle A76-47380 rsonic cones. Part  N76-32135

SUBJECT INDEX

JET AIRCRAFT BOISE Acoustic characteristics of interacting superson	Coherent structures in subsonic coaxial jets in aircraft turbofan engines
jets	A76-46630
A76-4 Sound radiation due to unsteady dissipation in	1765 JET THRUST Use of a laser energy source for the production of
turbulent flows	jet thrust
Investigation of decelerating approaches of a two	Ln
engined jet transport aircraft noise reduc	
[AIAA PAPER 76-929] A76-4 Noise technology requirements for future aircraf	
powerplants	Abbreviated full-scale flight test investigation
A76-4	
Simulation of the effects of forward velocity on	using tower fly-by technique (AD-A028095/8] N76-33187
jet noise in an open circuit wind tunnel [ONERA, TP NO. 1976-68] A76-4	
A solution to airport noise	Optimum design of composite primary structure
A76-40	
Coherent structures in subsonic coaxial jets in aircraft turbofan engines	[ICAS PAPER 76-07] A76-47356 Evaluation study of composite reinforced wing
A76-4	
Experimental investigation of the discrete	[ICAS PAPER 76-08] A76-47357
component in the noise spectrum of supersonic	
A76-4 Noise generated wavelike eddies in a turbulent j	
[ICAS PAPER 76-42] A76-4	
New developments in blown flap noise technology	design of aeroelasticity tailored wings
[ICAS PAPER 76-49] A76-4 Data analysis and noise prediction for the QF-1B	7393 [AIAA PAPER 76-912] A76-47682 LAND USE
experimental fan stage	FAM's five-year environmental plan, 1976-1980 -
[NASA-CR-135066] N76-3	2971 Noise
Static and Wind tunnel near-field/far-field jet	A76-45938 LANDING AIDS
noise measurements from model scale single-flow baseline and suppressor nozzles. Volume 1:	Tests of the Bell Aerospace LA-4 ACLS fitted with
Noise source locations and extrapolation of	suction braking and predictions for other aircraft
static free-field jet noise data	[AD-A023850] N76-33200
[NASA-CR-137913] N76-3 Measured noise reductions resulting from modified	
approach procedures for business jet aircraft	jet thrust
[NASA-TM-X-56037] N76-3	
Attenuation of high-intensity sound in a droplet-laden gas	LATERAL STABILITY Interference effects on lateral forces and moments
[PB-252985/7] N76-3.	
JET CONTROL	[AIAA PAPER 76-859] A76-45508
A wind tunnel study of a circulation-controlled	LEADING EDGES
elliptical airfoil [AIAA PAPER 76-933] A76-49	Delta wings with leading-edge separation [IAF PAPER ST-76-06] A76-46171
JET ENGINE PUELS	LEGAL LIABILITY
An evaluation of very large airplanes and	International bibliography of Air Law: Supplement
alternative fuels [AIAA PAPER 76-920] A76-4	1972-1976 Book 3397 A76-45474
JET ENGINES	LEGENDRE FUNCTIONS
Use of a laser energy source for the production	
jet thrust A76-4	supersonic gasdynamics A76-45199
Performance of an isolated two-dimensional wedge	LIPT
nozzle with fixed cowl and variable wedge	The US Army's new air cushion lighter
centerbody at Mach numbers up to 2.01 [NASA-TN-D-8218] N76-3:	A76-45223 2134 A wind tunnel study of a circulation-controlled
Durability of zirconia thermal-barrier ceramic	elliptical airfoil
coatings on air-cooled turbine blades in cyclic	
<pre>jet engine operation [NASA-TM-X-3410] N76-3;</pre>	Analysis of two-element high lift systems in transonic flow
[NASA-TM-X-3410] N76-3: JET PLAPS	[ICAS PAPER 76-13] A76-47361
History and development of a system for	The effects of blowing over various trailing-edge
stall-departure improvement for the A-7 attack	flaps on an NACA 0006 airfoil section,
alroraft [AIAA PAPER 76-891] A76-4	comparisons with various types of flaps on other airfoil sections, and an analysis of flow and
Measured pressure distributions on an airfoil wi	
oscillating jet flap	[NASA-TN-D-8293] N76-32133
A76-49 The oscillating jet flap	1760 LIPT AUGMENTATION A vectored-engine-over-wing propulsive-lift concept
[AD-A022768] N76-3.	3162 [AIAA PAPER 76-917] A76-47684
JET PLON	LIPT DRAG RATIO
A wing-jet interaction theory for USB configurat: Upper Surface Blowing	ons  A wind tunnel study of the effects of trailing edge modifications on the lift-drag ratio of a
A76-4	
JET LIPT	[AD-A023356] N76-33161
Prediction methods for jet V/STOL propulsion aerodynamics	LIFT FANS Review of V/STOL lift/cruise fan technology
[AIAA PAPER 76-932] A76-4	
The oscillating jet flap	A comparison of two lift fan propulsion concepts
[AD-A022768] N76-3: JET HIXING PLOW	
Acoustic characteristics of interacting superson:	#ind tunnel and ground static investigation of a c large scale model of a lift/cruise fan V/STOL
jets -	aircraft
A76-41	1765 [NASA-CR-137916] N76-32178 Lift fan propulsion concepts study
	[AD-A023087] N76-32196

LIFTING ROTORS SUBJECT INDEX

*********		WINE TOUR THE
LIFTING ROTORS Optimization of the rotor-wing system from		METAL BONDING  Hanufacture of gas turbine engine power shaft by
helicopter performance point of view		induction brazing
[ICAS PAPER 76-37]	A76-47382	A76-47918
LIGHT AIRCRAFT	_	METAL MATRIX COMPOSITES
Designing the 1985 VATLIT Very Advanced		A new type of attachment for B/Al compressor blades
Technology Light Twin for general aviation	A76-46265	[ICAS PAPER 76-10] A76-47359 HETAL PLATES
The application of advanced composites to i		Thermal buckling of uniform rectangular plates
aircraft		[AD-A023472] N76-32599
[ICAS PAPER 76-09]	A76-47358	METAL SHEETS
External noise of light propeller-driven as		The demonstration of advanced metallic
[ICAS PAPER 76-48]	A76-47392	technologies in primary wing structure
LIGHTHING Atmospheric electricity Russian book		[AIAA PAPER 76-908] A76-47681 HETAL SPINNING
atmospheric electricity wassian book	A76-47001	Magnus forces on spinning supersonic cones. Part
Lightning protection of low density aircraft		2: The inviscid flow
structures		[AD-A022670] N76-32135
[ICAS PAPER 76-58]	A76-47402	METALS
LOAD DISTRIBUTION (PORCES)	. a	Integration of hybrid structure into low-cost
Wing-body interference on a generalized load distribution on the body due to triangula		aircraft design: Rationale and methodology [AD-A023416] N76-33199
at supersonic speeds	,.	METEOROLOGICAL PARAMETERS
[ICAS PAPER 76-23]	A76-47369	The layered weather correction for flyover noise
LOAD TESTS		testing
Technical and economic assessment of		[AIAA PAPER 76-895] A76-45382
span-distributed loading cargo aircraft o	N76-33186	HICROWAVE ANTENNAS B-1 forward radome microwave test range
LOGISTICS OVER THE SHORE (LOTS) CARRIER	1170 33100	A76-45703
The US Army's new air cushion lighter		MICROWAVE LANDING SYSTEMS
•	A76-45223	The design, development, and flight test results
LOW ASPECT RATIO WINGS		of the Boeing 737 aircraft antennas for the ICAO
Interference effects on lateral forces and	moments	demonstration of the TRSB microwave landing system
on high L/B SES arrangements [AIAA PAPER 76-859]	A76-45508	[NASA-TM-X-73943] N76-32146 HILITARY AIRCRAFT
[alan laran 10-055]	R70 43300	An evaluation of very large airplanes and
B.0		alternative fuels
M		[AIAA PAPER 76-920] A76-45397
MACH NUMBER		Parametric design and analysis of large advanced
Experimental effects of fuselage camber on longitudinal aerodynamic characteristics		military transports [AIAA PAPER 76-924] A76-45401
series of wing-fuselage configurations at		[AIAA PAPER 76-924] A76-45401 Application and employment of RPV's in Central
number of 1.41		Europe
[ NASA-TM-X-3411 ]	N76-33133	[DGLR PAPER 76-061] A76-45487
MACHINING	.1	Means and procedures for obtaining an adequate
Simplified sculptured-surface technique appund-tunnel models	plied to	survival probability in the case of RPV [DGLR PAPER 76-065] A76-45488
Wind-tunnel models	A76-45099	Functional and reliability requirements concerning
MAGNUS EFFECT		RPV's from the point of view of traffic safety
Magnus forces on spinning supersonic cones.	. Part	and military cost effectiveness
2: The inviscid flow	# <b>3</b> 5 20425	176-45494
[AD-A022670]	N76-32135	Evaluation of Advanced Naval Vehicles Concepts [AIAA PAPER 76-846] A76-45501
MAN HACHINE SYSTEMS  Computer interactive graphics in aerospace		[AIAA PAPER 76-846] A76-45501 A review of sea loiter aircraft technology
engineering design education		[AIAA PAPER 76-876] A76-45519
[AIAA PAPER 76-900]	A76-45387	RPV developments plumb the field's potential
MANAGEMENT PLANNING	<b>-</b>	A76-46263
Possibilities for improvements in the plans control of maintenance processes involving		The application of advanced composites to military aircraft
commercial aircraft	n'y	[ICAS PAPER 76-09] A76-47358
00mm020242	A76-45862	The theory, significance and prevention of
HANUPACTURING		corrosion in aircraft
USAF's crusade to streamline industrial pro		[AGARD-LS-84] N76-33332
MANUEM DECEARCE	A76-47017	MILITARY AVIATION
The airship - Means of transportation for t	- he	Existing RPV programs [DGLR PAPER 76-060] A76-45489
future - Its technical concept and the re		HILITARY OPERATIONS
of economy and marketing studies as proje		Advances in engine burst containment and finite
the firm Kommanditgesellschaft Flugschift	Ebau	element applications to battle-damaged structure
Hamburg GmbH & Co	A76-45031	[AGARD-R-648] N76-32183
MATERIALS TESTS	A/6-43031	Finite element applications to battle damaged structure
Program definition and preliminary results	of a	N76-32185
long-term evaluation program of advanced		MILITARY TECHNOLOGY
composites for supersonic cruise aircraft	į.	The APTI concept - A new approach to technology
applications	A76-45877	transition [AIAA PAPER 76-838] A76-45377
MECHANICAL DRIVES	1.0 450//	Evaluation of Advanced Naval Vehicles Concepts
Advanced helicopter structural design		[AIAA PAPER 76-846] A76-45501
investigation. Volume 2: Design applica	tion	Design to Cost Conference, Boston, Mass., May 27,
study for free planet transmissions	N76 33304	28, 1976 and Palo Alto, Calif., June 14, 15,
[AD-A024478] HECHANICAL PROPERTIES	N76-33201	1976, Abridged Proceedings A76-45798
Directional structures for advanced aircraft	ŧt	HILITARY VEHICLES
turbine blades		The US Army's new air cushion lighter
[AIAA PAPER 76-938]	A76-45413	A76-45223
Polyaminobismaleimides in high performance	radomes	HISSILE CONFIGURATIONS
and new possibilities of utilizing them	A76-45704	Wrap around fins - Design considerations [AIAA PAPER 76-942] A76-45416
		(nznn raren 10 342)

SUBJECT INDEX NUMERICAL CONTROL

MISSILE DESIGN		Scale model studies of the effects of wind	on
Wrap around fins - Design considerations [AIAA PAPER 76-942]	A76-45416	acoustic barrier performance	A76-45939
HODAL RESPONSE	N70 43410	A solution to airport noise	H.O 43737
A new method for measuring the modal shape aircraft structures	es of	Operational techniques for reducing noise	A76-46533
[ICAS PAPER 76-27] HRCA AIRCRAFT	A76-47373		A76-46534
The development phase, design, manufacture	e and	Airports and community design consideratio aircraft noise alleviations	
quality control of the MRCA-radome	A76-45696	How quickly will the aircraft noise proble	A76-46535 m subside
Tornado - An advanced STOL fighter-bomber [ICAS PAPER 76-51]	design A76-47395	New developments in blown flap noise techn	A76-47125
Flight testing of the Tornado - The current		[ICAS PAPER 76-49]	A76-47393
situation /August 1976/ [AIAA PAPER 76-887]	A76-47679	Opportunities for future improvements in a noise	ircraft
		[ICAS PAPER 76-50]	A76-47394
N		Static and wind tunnel near-field/far-fiel noise measurements from model scale sing	
NASA PROGRAMS Recent developments in NASA's Supersonic C Aircraft Research /SCAR/ Program	Cruise	baseline and suppressor nozzles. Volume Noise source locations and extrapolation static free-field jet noise data	
·	A76-45779	[NASA-CR-137913]	N76-32972
Overview of research and development N transportation programs		Measured noise reductions resulting from m approach procedures for business jet air	craft
NATURAL GAS	A76-45783	[NASA-TM-X-56037] Experimental evaluation of NAS Miramar Hus	N76-32973 h House
Testing the annular combustion chamber of		(project P-114), volume 1	N76-33957
aircraft engine using natural gas fo stationary gas turbine installation		[AD-A024403] Experimental evaluation of NAS Miramar Hus	h House
NAVIGATION AIDS	A76-47281	<pre>(project P-114), volume 2 raw acoust tables for P-4 and P-14 aircraft</pre>	ıc data
A unified signal processor for TACAN navig	jation sets A76-45496	(AD-A024404) NOISE SPECTRA	N76-33958
Effectiveness of a pilot ground trainer as	a part	Experimental investigation of the discrete	
<pre>task instrument flight rules flight-chec device stage 2 [AD-A026754/2]</pre>	n76-33218	component in the noise spectrum of super	sonic jets A76-46973
NAVY	1170 33210	Estimating the state of nonlinear dynamica	
P-18 Navy air combat fighter [GPO-60-913]	N76-33188	systems in the presence of unmodeled acc low-altitude satellite orbit estimat	
NEAR WAKES A near-wake model for the aerodynamic pres	ssures	under atmospheric drag	A76-45162
exerted on singing trailing edges		Predictive adaptive control of a non-linea	
NIGHT PLIGHTS (AIRCRAFT)	A76-45469	time-varying aircraft system [ICAS PAPER 76-60]	A76-47404
Visible and near infrared spectral transmi characteristics of windscreens in Army a		NORTH CAROLINA Evaluation of the bird-aircraft strike haz	ards at
[AD-A022769] WOISE GENERATORS	N76-33191	Seymour Johnson AFB, North Carolina	ท76-33172
Noise generated wavelike eddies in a turbu		[AD-A023222] NOSE WHEELS	
[ICAS PAPER 76-42] NOISE INTENSITY	A76-47386	Ground run maneuvering qualities of aircra nose wheel control	ft with
Sound radiation due to unsteady dissipation turbulent flows	on in	[ICAS PAPER 76-47] NOZZLE DESIGN	A76-47391
	A76-44766	On the off-design operation of bypass-engi	nes with
NOISE MEASUREMENT The layered weather correction for flyover	noise	variable nozzles and turbines	A76-46895
testing [AIAA PAPER 76-895]	A76-45382	Generation of free-molecular flow for spec aerodynamics research	ıal
Evaluation of the noise emitted by a singl			A76-46974
profile encountering a wake	A76-47147	Design techniques for high by-pass ratio powerplant nozzle systems	
External noise of light propeller-driven a [ICAS PAPER 76-48]		[ICAS PAPER 76-32]	<b>Δ76-47377</b>
HOISE POLLUTION		Plows of a reacting mixture in Laval nozzl	es under
Overview of noise aircraft noise pollu community reaction	ition and	conditions of a quasi-frozen process	A76-45203
A solution to airport noise	A76-45793	Investigation of unsteady wave structure in turbine nozzle blade cascades	n
	A76-46533		A76-46723
How quickly will the aircraft noise proble	am subside A76-47125	NOZZLES  Statuc and wind tunnel near-field/far-fiel  noise measurements from model scale sing	
Status Report - Subsonic aircraft noise re	eduction:	baseline and suppressor nozzles. Volume	1:
Update Sept. 1976 [AIAA PAPER 76-921]	A76-45398	Noise source locations and extrapolation static free-field jet noise data	of
Investigation of decelerating approaches or engined jet transport aircraft noise		[NASA-CR-137913]	N76-32972
[AIAA PAPER 76-929]	A76-45406	NUMBRICAL ANALYSIS  Evaluation of pressure distributions on th	
Overview of noise aircraft noise pollucommunity reaction	ition and	with distorted control surfaces oscillat barmonically in linearised, compressible	
<u>-</u>	A76-45793	subsonic flow. Part 1: Details of the pr	essure
Noise technology requirements for future a powerplants	176-45794	distributions, and a set of numerical re including comparisons with experiment [ARC-R/M-3783]	N76+33150
<pre>PAA's five-year environmental plan, 1976-1 Noise</pre>		NUMERICAL CONTROL USAF's crusade to streamline industrial pr	
· - = = =	A76-45938	processes and accepted by	A76-47017

OBLIQUE WINGS SUBJECT INDEX

		PITCH (INCLINATION)
N		Aerodynamic methodology. Bodies with tails at
OBLIQUE WINGS		arbitrary roll angles (transonic and supersonic) [AD-A023425] N76-33154
Applications of oblique-wing technology -	Αn	PITCHING MOMENTS
overview		Aerodynamic analysis of different flight attitudes
[AIAA PAPER 76-943]	A76-45417	of conventional aircraft. VVIII - Aerodynamic
Aeroelastic stability and control of an ob wing - Wind tunnel experiments	oridae	principles A76-45866
•	A76-47200	PLASTIC AIRCRAFT STRUCTURES
Aeroelastic stability and control of an ob		The application of advanced composites to military
OPTIMAL CONTROL	A76-47849	aircraft [ICAS PAPER 76-09] A76-47358
Periodic control and the optimality of air		PLATES (STRUCTURAL MEMBERS)
cruise for fuel consumption minimiza	tion	Impact of composite plates: Analysis of stresses
Evaluation of a new flight path command co	A76-47199	and forces [NASA-CR-134999] N76-32251
concept	0101	POLLUTION CONTROL
[ICAS PAPER 76-56]	A76-47400	PAA's five-year environmental plan, 1976-1980 -
OPTIMIZATION Optimum design of composite primary struct	II CO	Noise A76-45938
aircraft components	.416	POLYIMIDE RESINS
[ICAS PAPER 76-07]	A76-47356	Polyaminobismaleimides in high performance radomes
Optimization of the rotor-wing system from helicopter performance point of view	1	and new possibilities of utilizing them A76-45704
[ICAS PAPER 76-37]	A76-47382	POSITION (LOCATION)
ORBITAL POSITION ESTIMATION	_	Aircraft-mounted crash-activated transmitter device
Estimating the state of nonlinear dynamica systems in the presence of unmodeled acc		[NASA-CASE-MFS-16609-3] N76-32140 POTENTIAL FLOW
low-altitude satellite orbit estimat		Symmetrical singularity model for lifting
under atmospheric drag		potential flow analysis
OSCILLATING FLOW	A76-45162	A76-45098 Delta wings with leading-edge separation
The oscillating jet flap		[IAP PAPER ST-76-06] A76-46171
[AD-A022768]	N76-33162	The design of transonic airfoils under
OSCILLATIONS		consideration of shock wave boundary layer
Measurements in low-speed flow of unsteady pressure distributions on a rectangular		interaction [ICAS PAPER 76-14] A76-47362
with an oscillating control surface	-	Recent explorations in relaxation methods for
[ARC-R/M-3763]	N76-33149	three-dimensional transonic potential flow
		[ICAS PAPER 76-22] A76-47368 Evaluation of two swept-infinite-wing
P		potential/viscous-flow computer programs
PA-34 SENECA AIRCRAFT		[NASA-CR-145037] N76-32129
Designing the 1985 VATLIT Very Advance Technology Light Twin for general aviati		POWER EPFICIENCY Recent advances in wing-in-ground effect technology
Touristing Print I was not you order a vacou	A76-46265	[AIAA PAPER 76-874] A76-45517
PANEL PLUTTER		POWER PLANTS
A general approach to supersonic aeroelast vibrations problems	ic.	Corrosion in airframes, power plants and associated aircraft equipment
[ICAS PAPER 76-28]	A76-47374	N76-33336
PARAGLIDERS	_	POWER SUPPLY CIRCUITS
Paraglider wings of small conical camber i supersonic flow	n.	AC power controllers for B-1 flight tests. Part  1: Design, development, fabrication and testing
	A76-46892	of hybrid power controllers
PASSENGER AIRCRAFT	u_52	[AD-A022616] N76-33211
Civil helicopter flight research for C helicopter	.n-53	PREDICTION ANALYSIS TECHNIQUES Prediction methods for jet V/STOL propulsion
[AIAA PAPER 76-896]	A76-45383	aerodynamics
Corporate/business accident picture /USA/	176 #60E0	[AIAA PAPER 76-932] A76-45408
Gust load regulations passenger aircra	A76-46852	Prediction of longitudinal aerodynamic characteristics of STOL configurations with
alrworthiness		externally blown high lift devices
-, 50	A76-47122	[AIAA PAPER 76-934] A76-45410
The Mystere-50	A76-47271	Induced side forces at high angles of attack bodies of revolution in subsonic and transonic
PAYLOADS	4,0 1,2,1	flow
X-24C research vehicle		176-47552
[NASA-CR-148832] PERFORMANCE TESTS	พ76-32180	Development of prediction techniques for aerodynamic loads acting on external stores
Concorde systems in airline operation		[AD-A021435] N76-33202
[AIAA PAPER 76-925]	A76-45402	PRESSURE DISTRIBUTION
PHASE SHIFT  Effect of phase angle on multibladed rotor	fluttor	A near-wake model for the aerodynamic pressures exerted on singing trailing edges
for helicopter rotors	XIUCCCI	A76-45469
·	A76-46631	Measured pressure distributions on an airfoil with
PILOT PERFORMANCE Flight evaluation of a digital data broade	·a e+	oscillating jet flap
technique as an aid to area navigation of		Measurements in low-speed flow of unsteady
[AIAA PAPER 76-928]	A76-45405	pressure distributions on a rectangular wing
The electronic environment - A major disci the future growth of aeronautical transp		with an oscillating control surface [ARC-R/M-3763] N76-33149
the ractic growth or deronautical transp	A76-45785	Evaluation of pressure distributions on thin wings
PILOTS (PERSONNEL)		with distorted control surfaces oscillating
Effectiveness of a pilot ground trainer as task instrument flight rules flight-chec		harmonically in linearised, compressible, subsonic flow. Part 1: Details of the pressure
device stage 2		distributions, and a set of numerical results
[AD-A026754/2]	N76-33218	including comparisons with experiment
(40 4020/34/2)		[ARC-R/M-3783] N76-33150

SUBJECT INDEX RELIABILITY ENGINEERING

PRESSURE BEASUREMENTS		RADIOGRAPHY	
Transonic pressure measurements and comparison	n of	Inspection of composites using a computer-b	ased
theory to experiment for an arrow-wing configuration [NASA-CR-2610] N7	6-32132	real-time radiographic facility [NASA-TH-I-73504] RADONE MATERIALS	N76-33526
PRODUCTION ENGINEERING The development phase, design, manufacture an		Inventory of possibilities that a weaver of radome manufacturers	fers to
quality control of the MRCA-radome	6-45696	Polyaminobismaleimides in high performance	176-45699 radomes
PROJECT MANAGEMENT Evaluation of Advanced Naval Vehicles Concept.		and new possibilities of utilizing them	A76-45704
[AIAA PAPER 76-846] A7	6-45501	Rain erosion - A serious problem for slip-o fused silica radomes	cast
External noise of light propeller-driven airc	raft		A76-46367
	6-47392	RADOMES	3
PROPULSION SYSTEM CONFIGURATIONS Hydroxsystem ~ A hydrogen-propulsion system for airships	or	The development phase, design, manufacture quality control of the MRCA-radome	ana A76-45696
	6-45030	Evolution of the technology of broadband ra	
	6-45517	for supersonic aircraft	A76-45702
Future trends in transport aircraft propulsio	n 6-45784	B-1 forward radome microwave test range	A76-45703
Trends in engine design for aircraft		BAIN IMPACT DANAGE Rain erosion characteristics of Concorde	
A vectored-engine-over-wing propulsive-lift c	oncept		A76-45700
PROPULSION SYSTEM PERFORMANCE	6-47684	Evolution of the technology of broadband ra for supersonic aircraft	
The aerodynamic concept of hybrid airships A7	6-45032	Rain erosion - A serious problem for slip-o	A76-45702
YC-14 propulsion system ground rig test		fused silica radomes	
[AIAA PAPER 76-918] A7 Prediction methods for jet V/STOL propulsion	6-45396	[ONERA, TP NO. 1976-98] RAMJET ENGINES	A76-46367
aerodynamics		Dump diffuser inlet program	
[AIAA PAPER 76-932] A7 The high-bypass-ratio variable-pitch turbofan	6-45408	[AD-A023404] RANDON LOADS	N76-32198
transport aircraft propulsion	TOL	Plight simulation testing equipment for con	nposite
[AIAA PAPER 76-919] A7	6-47685	material systems	
Review of V/STOL lift/cruise fan technology [AIAA PAPER 76-931] A7	6-47686	RAREFIED GAS DYNAMICS	A76-45878
A comparison of two lift fan propulsion conce	pts	Generation of free-molecular flow for speci	ıal
[AIAA PAPER 76-954] A7 Evaluation of low wing-loading fuel conservat	6-47688 1 <b>v</b> e.	aerodynamics research	A76-46974
short-haul transports		RAYLBIGH-RITZ METHOD	
[NASA-CR-145041] N7 Lift fan propulsion concepts study	6-32182	An integrated capability for the preliminar design of aeroelasticity tailored wings	T Y
	6-32196	[AIAA PAPER 76-912]	A76-47682
PROPULSIVE EPPICIENCY  The turbofan jet engine at optimal and nonopt		RECRYSTALLIZATION  Directional structures for advanced aircrafe	
design	ı waı	turbine blades .	
	6-45868	[AIAA PAPER 76-938]	A76-45413
Trends in engine design for aircraft A7	6-46279	RECTANGULAR WIEGS  Measurements in low-speed flow of unsteady	
The high-bypass-ratio variable-pitch turbofan	for	pressure distributions on a rectangular w	ring
transport aircraft propulsion [AIAA PAPER 76-919] A7	6-47685	<pre>with an oscillating control surface [ARC-R/M-3763]</pre>	N76-33149
		REPRACTORY MATERIALS	_
Ų		Program definition and preliminary results long-term evaluation program of advanced	of a
QUALITY CONTROL	_	composites for supersonic cruise aircraft	ŧ
The development phase, design, manufacture an quality control of the MRCA-radome	a	applications	A76-45877
A7		REGRESSION ANALYSIS	
The significance of high work quality in airc.  maintenance as a contribution to the improve		Induced side forces at high angles of attac bodies of revolution in subsonic and tran	
of safety and efficiency in aircraft operat:	lons	flow	
QUIET ENGINE PROGRAM	6-45861	REINFORCED PLATES	A76-47552
Low and intermediate temperature application		Evaluation study of composite reinforced wi	Lng
composite materials to aircraft engines [AIAA PAPER 76-936] A7	6-45411	panel construction [ICAS PAPER 76-08]	A76-47357
B	1	REINFORCING PIBERS Inventory of possibilities that a weaver of	ffers to
RADAR ABSORBERS		radome manufacturers	A76-45699
FAT SCAT evaluation of commercially available radar absorbing materials, volume 1		The application of advanced composites to maircraft	
[AD-A024469] N76	6-33398 !	[ICAS PAPER 76-09] RELAXATION METHOD (MATHEMATICS)	A76-47358
Simplified radar azimuth beamspread study		Recent explorations in relaxation methods f	
[AD-A022618] N70	6-33389	three-dimensional transonic potential flo [ICAS PAPER 76-22]	A76-47368
Simplified radar azimuth beamspread study		RELIABILITY ENGINEERING	
	6-33388	Integrated flight control system design for	
Aircraft-mounted crash-activated transmitter		[AIAA PAPER 76-941] Experimental evaluation of NAS Miramar Hush	A76-45415 House
	6-32140	(project P-114), volume 1 [AD-A024403]	N76-33957

REBOTELY PILOTED VEHICLES SUBJECT INDEX

Experimental evaluation of NAS Miramar Hush Ho	ouse ROTAT	ING SHAPTS	
(project P-114), volume 2 raw acoustic of tables for F-4 and F-14 aircraft		quick, graphical way to analyze rotor whi	LT1 A76-46825
[AD-A024404] N7		nufacture of gas turbine engine power sha induction brazing	
REMOTELY PILOTED VEHICLES Investigation of the absolute stability of an		Induction brazing	A76-47918
elastic aircraft during flight on course		ABRODYNAMICS licopter dynamics Book	
Automated optimization techniques for aircraft		•	A76-47350
synthesis [AIAA PAPER 76-909] A76		e effect of helicopter main rotor blade p and spacing on performance, blade loads,	
Prospective markets and design concepts for Clvilian remotely piloted aircraft		acoustics [NASA-CR-2737]	N76-32124
[AIAA PAPER 76-939] A76	5-45414 ROTOR	BLADES (TURBOMACHINERY) ta analysis and noise prediction for the	0P-1R
Application and employment of RPV's in Central Burope		experimental fan stage	
[DGLR PAPER 76-061]  Means and procedures for obtaining an adequate		[NASA-CR-135066] LIPT	N76-32971
survival probability in the case of RPV	Op	timization of the rotor-wing system from	
[DGLR PAPER 76-065] A76 Existing RPV programs		helicopter performance point of view [ICAS PAPER 76-37]	A76-47382
		SPEED	
Punctional and reliability requirements concer		quick, graphical way to analyze rotor whi	
RPV's from the point of view of traffic safe and military cost effectiveness	ety ROTOR	s	A76-46825
A70 RPV developments plumb the field's potential	6-45494 Po	ssible means of decreasing helicopter dra	1g 176-44923
A76	5-46263 RUNWA		
Wind tunnel test of a twin-engined canard		pansion of flight simulator capability fo	
configurated mini-remotely piloted vehicle [AD-A023359] N76	5-33192	and solution of aircraft directional cont problems on runways, phase 1	
RESCUE OPERATIONS  Pire-fighting and rescue techniques and equip		[NASA-CR-145084]	N76-32203
for aircraft safety	ment	_	
A76	5-46544	5	
RESEARCH AIRCRAFT Civil helicopter flight research for CH-53		Y MANAGRMENT naging safety; Proceedings of the Twenty-	eighth
helicopter		International Air Safety Seminar, Amsterd	
	5-45383	Netherlands, November 2-6, 1975	176-46051
A structural design for a hypersonic research aircraft	Ma	nagement and product safety for aircr	A76-46851 aft
[AIAA PAPER 76-906] A76	5-45391	•	A76-46854
The art and science of modern flight testing - personal view		LITR DRAG timating the state of nonlinear dynamical	
ACTOOMET AIGH			
		systems in the presence of unmodeled acce	
[ICAS PAPER 76-45] A76 RESEARCH AND DEVELOPMENT	5-47389	systems in the presence of unmodeled acce low-altitude satellite orbit estimati	lerations
[ICAS PAPER 76-45] RESEARCH AND DEVELOPMENT Overview of research and development NASA	5-47389	systems in the presence of unmodeled acce low-altitude satellite orbit estimati under atmospheric drag	lerations on
[ICAS PAPER 76-45] RESEARCH AND DEVELOPMENT Overview of research and development NASA transportation programs A76	6-47389 alr 6-45783 SCALE	systems in the presence of unmodeled acce low-altitude satellite orbit estimati under atmospheric drag	lerations .on A76-45162
[ICAS PAPER 76-45]  RESEARCH AND DEVELOPMENT  Overview of research and development NASA transportation programs  A76  Advances in engine burst containment and finite	alr 5-45783 SCALE 5- 45783 SCALE	systems in the presence of unmodeled acce low-altitude satellite orbit estimati under atmospheric drag MODELS ale model studies of the effects of wind	lerations .on A76-45162
[ICAS PAPER 76-45] RESBARCH AND DEVELOPHENT Overview of research and development NASA transportation programs Advances in engine burst containment and finit element applications to battle-damaged structure.	alr 5-45783 SCALE 5- 45783 SCALE	systems in the presence of unmodeled acce low-altitude satellite orbit estimati under atmospheric drag	lerations .on A76-45162
[ICAS PAPER 76-45]  RESBARCH AND DEVELOPMENT  Overview of research and development NASA transportation programs  A76  Advances in engine burst containment and finite element applications to battle-damaged struc [AGARD-R-648]  Advances in engine burst containment	alr 6-45783 SCALE 5-45783 SCALE 5-32183 SEAPL	systems in the presence of unmodeled acce low-altitude satellite orbit estimatiunder atmospheric drag  MODELS ale model studies of the effects of wind acoustic barrier performance  ANES	elerations on A76-45162 on
[ICAS PAPER 76-45]  RESBARCH AND DEVELOPHENT  Overview of research and development NASA transportation programs  Advances in engine burst containment and finite element applications to battle-damaged structure [AGARD-R-648]  Advances in engine burst containment  N76	5-47389 alr 5-45783 SCALE ce Sc ture 5-32183 SEAPL 5-32184 A	systems in the presence of unmodeled acce low-altitude satellite orbit estimation under atmospheric drag  MODELS  ale model studies of the effects of wind acoustic barrier performance  ANES  review of sea loiter aircraft technology	A76-45162 on A76-45939
[ICAS PAPER 76-45]  RESBARCH AND DEVELOPMENT  Overview of research and development NASA transportation programs  A76  Advances in engine burst containment and finite element applications to battle-damaged struc [AGARD-R-648]  Advances in engine burst containment	5-47389  alr 5-45783 SCALE te Sc cture 5-32183 SEAPL 5-32184 A	systems in the presence of unmodeled acce low-altitude satellite orbit estimatiunder atmospheric drag  MODELS ale model studies of the effects of wind acoustic barrier performance  ANES	elerations on A76-45162 on
[ICAS PAPER 76-45]  RESBARCH AND DEVELOPHENT  Overview of research and development NASA transportation programs  Advances in engine burst containment and finite element applications to battle-damaged structure [AGARD-R-648] N76  Advances in engine burst containment  RESEARCH FACILITIES  Inspection of composites using a computer-base real-time radiographic facility	alr 5-45783 SCALE 5-45783 SCALE 5-32183 SEAPL 5-32184 A	systems in the presence of unmodeled acceptance of unmodeled acceptance at the complex of the effects of wind accustic barrier performance  ANES  Teview of sea loiter aircraft technology [AIAA PAPER 76-876] actical considerations regarding wing-in-ground-effect aircraft	A76-45162 on A76-45939 A76-45519
[ICAS PAPER 76-45]  RESEARCH AND DEVELOPMENT  Overview of research and development NASA transportation programs  Advances in engine burst containment and finite element applications to battle-damaged structure [AGARD-R-648]  Advances in engine burst containment  N76  RESEARCH PACILITIES  Inspection of composites using a computer-base real-time radiographic facility [NASA-TR-X-73504]  N76	5-47389  alr  5-45783 SCALE  5c Sc  cture  5-32183 SEAPL  5-32184 A  pr  6-33526	systems in the presence of unmodeled acce low-altitude satellite orbit estimation under atmospheric drag  MODELS ale model studies of the effects of wind acoustic barrier performance  ANES review of sea loiter aircraft technology [AIAA PAPER 76-876] actical considerations regarding	A76-45162 on A76-45939
[ICAS PAPER 76-45]  RESBARCH AND DEVELOPHENT  Overview of research and development NASA transportation programs  Advances in engine burst containment and finite element applications to battle-damaged structure [AGARD-R-648] N76  Advances in engine burst containment  N76  RESEARCH FACILITIES  Inspection of composites using a computer-base real-time radiographic facility [NASA-TM-X-73504] N76  Experimental evaluation of NAS Miramar Hush Hotopiect P-114), volume 1	alr 5-45783 SCALE 5-45783 SCALE 5-32183 SEAPL 5-32184 A ed Pr 5-33526 SEARC Ra	systems in the presence of unmodeled acce low-altitude satellite orbit estimation under atmospheric drag  MODELS ale model studies of the effects of wind acoustic barrier performance  ANES review of sea loiter aircraft technology (AIAA PAPER 76-876) actical considerations regarding wing-in-ground-effect aircraft (AIAA PAPER 76-878) H RADAR dar investigations of the bat hazard to head a survestigations of the bat hazard to head are survestigations of the bat hazard to head a survey of the survey o	A76-45162 on A76-45939 A76-45519 A76-45521
[ICAS PAPER 76-45]  RESBARCH AND DEVELOPHENT  Overview of research and development NASA transportation programs  A76  Advances in engine burst containment and finite element applications to battle-damaged structure [AGARD-R-648]  Advances in engine burst containment  N76  RESEARCH PACILITIES  Inspection of composites using a computer-base real-time radiographic facility [NASA-TM-X-73504]  Experimental evaluation of NAS Miramar Hush Hotel (Project P-114), volume 1 [AD-A024403]	5-47389  alr  5-45783 SCALE  5ce Sc  cture  5-32183 SEAPL  5-32184 A  ed Pr  6-33526  Duse SEARC  Ra  5-33957	systems in the presence of unmodeled accer low-altitude satellite orbit estimation under atmospheric drag  MODELS ale model studies of the effects of wind acoustic barrier performance  ANES review of sea loiter aircraft technology [AIAA PAPER 76-876] actical considerations regarding wing-in-ground-effect aircraft [AIAA PAPER 76-878] B RADAR dar investigations of the bat hazard to be performance aircraft at Randolph APB, Tex	A76-45162 on A76-45939 A76-45519 A76-45521 angh
[ICAS PAPER 76-45]  RESBARCH AND DEVELOPHENT  Overview of research and development NASA transportation programs  Advances in engine burst containment and finite element applications to battle-damaged structure [AGARD-R-648] N76  Advances in engine burst containment  RESEARCH FACILITIES  Inspection of composites using a computer-base real-time radiographic facility [NASA-TM-X-73504] N76  Experimental evaluation of NAS Miramar Hush Hot (project P-114), volume 1  [AD-A024403] N76  Experimental evaluation of NAS Miramar Hush Hot (project P-114), volume 2 raw acoustic contains and contains the contains and contains the contains and contains the contains and contains the contains and	5-47389 alr 5-45783 SCALE ce Sc ture 5-32183 SEAPL 6-32184 A ed Pr 5-33526 SEARC 6-33957 SEARC Ra 5-33957 SE	systems in the presence of unmodeled acce low-altitude satellite orbit estimation under atmospheric drag  MODELS ale model studies of the effects of wind acoustic barrier performance  ANES review of sea loiter aircraft technology [AIAA PAPER 76-876] actical considerations regarding wing-in-ground-effect aircraft [AIAA PAPER 76-878]  H RADAR dar investigations of the bat hazard to be performance aircraft at Randolph AFB, Tex [AD-A024500]	A76-45162 on A76-45939 A76-45519 A76-45521 aigh cas N76-33173
[ICAS PAPER 76-45]  RESBARCH AND DEVELOPHENT  Overview of research and development NASA transportation programs  A76  Advances in engine burst containment and finity element applications to battle-damaged structure [AGARD-R-648]  Advances in engine burst containment  N76  RESEARCH PACILITIES  Inspection of composites using a computer-base real-time radiographic facility [NASA-TM-X-73504]  Experimental evaluation of NAS Miramar Hush Ho (project P-114), volume 1  [AD-A024403]  Experimental evaluation of NAS Miramar Hush Ho (project P-114), volume 2 raw acoustic of tables for P-4 and P-14 aircraft	5-47389 alr 5-45783 SCALE ce Sc cture 5-32183 SEAPL 6-32184 A ed Pr 6-33526 SUBSE SEARC Ra 6-33957 SUBSE SEATS A	systems in the presence of unmodeled acce low-altitude satellite orbit estimation under atmospheric drag  MODELS ale model studies of the effects of wind acoustic barrier performance  ANES review of sea loiter aircraft technology [AIAA PAPER 76-876] actical considerations regarding wing-in-ground-effect aircraft [AIAA PAPER 76-878] B RADAR dar investigations of the bat hazard to be performance aircraft at Randolph APB, Tex [AD-A024500] seat cushion to provide realistic acceler	A76-45162 on A76-45939 A76-45519 A76-45521 aigh cas N76-33173
[ICAS PAPER 76-45]  RESBARCH AND DEVELOPHENT  Overview of research and development NASA transportation programs  A70 Advances in engine burst containment and finite element applications to battle-damaged struc [AGARD-R-648] N70 Advances in engine burst containment  N70  RESEARCH PACILITIES  Inspection of composites using a computer-base real-time radiographic facility [NASA-TM-X-73504] N70  Experimental evaluation of NAS Miramar Hush Ho (project P-114), volume 1  [AD-A024403] N70  Experimental evaluation of NAS Miramar Hush Ho (project P-114), volume 2 raw acoustic of tables for F-4 and F-14 aircraft [AD-A024404]	alr  5-45783 SCALE  5-45783 SCALE  5-32183 SEAPL  5-32184 A  ed Pr  5-33526 SEARC  Ra  5-33957  DUSE SEATS  5-33958	systems in the presence of unmodeled acce low-altitude satellite orbit estimation under atmospheric drag  MODELS ale model studies of the effects of wind acoustic barrier performance  ANES review of sea loiter aircraft technology [AIAA PAPER 76-876] actical considerations regarding wing-in-ground-effect aircraft [AIAA PAPER 76-878] H RADAR dar investigations of the bat hazard to be performance aircraft at Randolph APB, Tex [AD-AO24500] seat cushion to provide realistic accelerates	A76-4519 A76-45521 A76-33173 atton
[ICAS PAPER 76-45]  RESBARCH AND DEVELOPHENT  Overview of research and development NASA transportation programs  Advances in engine burst containment and finite element applications to battle-damaged structure [AGARD-R-648]  Advances in engine burst containment  RESEARCH PACILITIES  Inspection of composites using a computer-base real-time radiographic facility [NASA-TM-X-73504]  Experimental evaluation of NAS Miramar Hush Ho (project P-114), volume 1 [AD-A024403]  Experimental evaluation of NAS Miramar Hush Ho (project P-114), volume 2 raw acoustic of tables for F-4 and F-14 aircraft [AD-A024404]  RESEARCH PROJECTS  Supersonic Cruise Aircraft Research (SCAR) pro	5-47389 alr 5-45783 SCALE ce Sc sture 5-32183 SEAPL A ed Pr 5-33526 SUSSE SEARC Ra 6-33957 SUSSE diata SEATS A SEATS A SEATS SCALE S	systems in the presence of unmodeled acce low-altitude satellite orbit estimation under atmospheric drag  MODELS ale model studies of the effects of wind acoustic barrier performance  ANES review of sea loiter aircraft technology [AIAA PAPER 76-876] actical considerations regarding wing-in-ground-effect aircraft [AIAA PAPER 76-878] H RADAR dar investigations of the bat hazard to be performance aircraft at Randolph APB, Tex [AD-A024500] seat cushion to provide realistic acceler cues for aircraft simulators [NASA-TM-X-73954] ATED PLOS	A76-45162 on A76-45939 A76-45519 A76-45521 algh (as N76-33173 atlon N76-33189
[ICAS PAPER 76-45]  RESBARCH AND DEVELOPHENT  Overview of research and development NASA transportation programs  Advances in engine burst containment and finite element applications to battle-damaged struc [AGARD-R-648] N76  Advances in engine burst containment  RESEARCH PACILITIES  Inspection of composites using a computer-base real-time radiographic facility [NASA-TM-X-73504] N76  Experimental evaluation of NAS Miramar Hush HG (project P-114), volume 1  [AD-A024403]  Experimental evaluation of NAS Miramar Hush HG (project P-114), volume 2 raw acoustic of tables for P-4 and P-14 aircraft [AD-A024404]  RESEARCH PROJECTS  Supersonic Cruise Aircraft Research (SCAR) probabliography, July 1972 - June 1976	alr  5-45783 SCALE  5-45783 SCALE  5-32183 SEAPL  5-32184 A  ed Pr  5-33526 SEARC  Ra  5-33957  DUSE SEATS  5-33958  DGTAM SEPAR  SE	systems in the presence of unmodeled acce low-altitude satellite orbit estimation under atmospheric drag  MODELS ale model studies of the effects of wind acoustic barrier performance  ANES review of sea loiter aircraft technology (AIAA PAPER 76-876) actical considerations regarding wing-in-ground-effect aircraft (AIAA PAPER 76-878)  H RADAR dar investigations of the bat hazard to be performance aircraft at Randolph APB, Tex (AD-A024500) seat cushion to provide realistic acceler cues for aircraft simulators (NASA-TM-X-73954) ATED PLOW parated flow induced by trailing-edge flag	A76-45162 on A76-45939 A76-45519 A76-45521 algh (as N76-33173 atlon N76-33189
[ICAS PAPER 76-45]  RESBARCH AND DEVELOPHENT  Overview of research and development NASA transportation programs  Advances in engine burst containment and finite element applications to battle-damaged structure [AGARD-R-648] N76  Advances in engine burst containment  RESEARCH PACILITIES  Inspection of composites using a computer-base real-time radiographic facility [NASA-TM-X-73504] N76  Experimental evaluation of NAS Miramar Hush Hotopict P-114), volume 1 [AD-A024403] N76  Experimental evaluation of NAS Miramar Hush Hotopict P-114), volume 2 raw acoustic of tables for P-4 and P-14 aircraft [AD-A024404] N76  RESEARCH PROJECTS  Supersonic Cruise Aircraft Research (SCAR) probabliography, July 1972 - June 1976 [NASA-TM-X-73950] N76  RIDING QUALITY	alr  5-45783 SCALE  5-45783 SCALE  5-32183 SEAPL  6-32184 A  ed Pr  6-33526 SEARC  6-33957  015e diata SEATS  6-33958  0gram SEPAR  Se  5-34039	systems in the presence of unmodeled acce low-altitude satellite orbit estimation under atmospheric drag  MODELS ale model studies of the effects of wind acoustic barrier performance  ANES review of sea loiter aircraft technology [AIAA PAPER 76-876] actical considerations regarding wing-in-ground-effect aircraft [AIAA PAPER 76-878]  H RADAR dar investigations of the bat hazard to be performance aircraft at Randolph APB, Tex [AD-A024500]  seat cushion to provide realistic accelerates for aircraft simulators [NNSA-TH-X-73954] ATED PLOW parated flow induced by trailing-edge fladdelta wings at M = 8.2	A76-45162 on A76-45939 A76-45519 A76-45521 algh (as N76-33173 atlon N76-33189
[ICAS PAPER 76-45]  RESBARCH AND DEVELOPHENT  Overview of research and development NASA transportation programs  Advances in engine burst containment and finite element applications to battle-damaged struc [AGARD-R-648] N76  Advances in engine burst containment  RESEARCH PACILITIES  Inspection of composites using a computer-base real-time radiographic facility [NASA-TM-X-73504] N76  Experimental evaluation of NAS Miramar Hush HG (project P-114), volume 1  [AD-A024403] N76  Experimental evaluation of NAS Miramar Hush HG (project P-114), volume 2 raw acoustic of tables for P-4 and P-14 aircraft [AD-A024404] N76  ESEARCH PROJECTS  Supersonic Cruise Aircraft Research (SCAR) probabliography, July 1972 - June 1976  [NASA-TM-X-73950] N76  RIDIHG QUALITY Passenger ride comfort technology for transport	alr  5-45783 SCALE  5-45783 SCALE  5-32183 SEAPL  5-32184 A  6-33526 SEARC  6-33957  DUSE SEATS  5-33958  DGTAM SEPAR  5-34039  STALL	systems in the presence of unmodeled acce low-altitude satellite orbit estimation under atmospheric drag  MODELS ale model studies of the effects of wind acoustic barrier performance  ANES review of sea loiter aircraft technology (AIAA PAPER 76-876) actical considerations regarding wing-in-ground-effect aircraft (AIAA PAPER 76-878) H RADAR dar investigations of the bat hazard to be performance aircraft at Randolph APB, Tex (AD-A024500) seat cushion to provide realistic acceler cuses for aircraft simulators (NASA-TM-X-73954) ATED PLOW parated flow induced by trailing-edge fladelta wings at M = 8.2  OW SHELLS	A76-4519 A76-45521 A76-45521 A76-33173 ATION A76-33173 ATION A76-378
[ICAS PAPER 76-45]  RESBARCH AND DEVELOPHENT  Overview of research and development NASA transportation programs  Advances in engine burst containment and finite element applications to battle-damaged structure [AGARD-R-648] N76  Advances in engine burst containment  RESEARCH FACILITIES  Inspection of composites using a computer-base real-time radiographic facility [NASA-TM-X-73504] N76  Experimental evaluation of NAS Miramar Hush How (project P-114), volume 1  [AD-A024403] N76  Experimental evaluation of NAS Miramar Hush How (project P-114), volume 2 raw acoustic of tables for P-4 and P-14 aircraft [AD-A024404] N76  RESEARCH PROJECTS  Supersonic Cruise Aircraft Research (SCAR) probabliography, July 1972 - June 1976  [NASA-TM-X-73950] N76  RIDING QUALITY  Passenger ride comfort technology for transportant situations	alr  5-45783 SCALE  5-45783 SCALE  5-32183 SEAPL  5-32184 A  ed Pr  5-33526 SEARC  5-33957  Duse SEARS  5-33958  Gram SEPAR  5-34039  ct SHALL  St	systems in the presence of unmodeled acce low-altitude satellite orbit estimation under atmospheric drag  MODELS ale model studies of the effects of wind acoustic barrier performance  ANES review of sea loiter aircraft technology [AIAA PAPER 76-876] actical considerations regarding wing-in-ground-effect aircraft [AIAA PAPER 76-878]  H RADAR dar investigations of the bat hazard to be performance aircraft at Randolph APB, Tex [AD-A024500]  seat cushion to provide realistic accelerates for aircraft simulators [NNSA-TH-X-73954] ATED PLOW parated flow induced by trailing-edge fladdelta wings at M = 8.2	A76-4519  A76-45519  A76-45521  A1gh  A28  A29  A29  A29  A29  A29  A29  A29
[ICAS PAPER 76-45]  RESBARCH AND DEVELOPHENT  Overview of research and development NASA transportation programs  Advances in engine burst containment and finite element applications to battle-damaged struc [AGARD-R-648] N76  Advances in engine burst containment  RESEARCH PACILITIES  Inspection of composites using a computer-base real-time radiographic facility [NASA-TM-X-73504] N76  Experimental evaluation of NAS Miramar Hush HG (project P-114), volume 1  [AD-A024403] N76  Experimental evaluation of NAS Miramar Hush HG (project P-114), volume 2 raw acoustic of the project P-114), volume 2 raw acoustic of the project P-14 aircraft [AD-A024404] N76  EXPERIMENTAL EXPOSED Supersonic Cruise Aircraft Research (SCAR) probabliography, July 1972 - June 1976  [NASA-TM-X-73950] N76  RIDING QUALITY  Passenger ride comfort technology for transport aircraft situations [NASA-TM-X-73953] N76  RIGID ROTORS	alr  6-45783 SCALE  5-45783 SCALE  5-45783 SCALE  5-32183 SEAPL  6-331526 SEARC  Ra  6-33957  Duse SEATS  6-33958  Degram SEPAR  5-34039  SCALE  SCAL	systems in the presence of unmodeled acce low-altitude satellite orbit estimation under atmospheric drag  MODELS ale model studies of the effects of wind acoustic barrier performance  ANES review of sea loiter aircraft technology [AIAA PAPER 76-876] actical considerations regarding wing-in-ground-effect aircraft [AIAA PAPER 76-878]  H RADAR dar investigations of the bat hazard to be performance aircraft at Randolph APB, Ter [AD-A024500]  seat cushion to provide realistic acceler cues for aircraft simulators [NASA-TM-X-73954] ATED PLOW parated flow induced by trailing-edge fladelta wings at M = 8.2  OW SHELLS ability tests involving aircraft structur components	A76-4519 A76-45521 A76-45521 A76-33173 ATION A76-33173 ATION A76-378
[ICAS PAPER 76-45]  RESBARCH AND DEVELOPHENT  Overview of research and development NASA transportation programs  Advances in engine burst containment and finite element applications to battle-damaged structure [AGARD-R-648] N76  Advances in engine burst containment  RESEARCH PACILITIES  Inspection of composites using a computer-base real-time radiographic facility [NASA-TM-X-73504] N76  Experimental evaluation of NAS Miramar Hush How (project P-114), volume 1  [AD-A024403] N76  Experimental evaluation of NAS Miramar Hush How (project P-114), volume 2 raw acoustic of tables for P-4 and P-14 aircraft [AD-A024404] N76  RESEARCH PROJECTS  Supersonic Cruise Aircraft Research (SCAR) probabliography, July 1972 - June 1976  [NASA-TM-X-73950] N76  RIDING QUALITY  Passenger ride comfort technology for transport aircraft situations  [NASA-TM-X-73953] N76  RIGID ROTORS  A quick, graphical way to analyze rotor whirl	alr  5-45783 SCALE  5-45783 SCALE  5-32183 SEAPL  5-32184 A  ed Pr  5-33526 SEARC  5-33957  Duse SEARS  5-33958  Degram SEPAR  5-34039  ct SHALL  St  SHALL  SHA	systems in the presence of unmodeled acce low-altitude satellite orbit estimation under atmospheric drag  MODELS ale model studies of the effects of wind acoustic barrier performance  ANES review of sea loiter aircraft technology (AIAA PAPER 76-878) wing-in-ground-effect aircraft (AIAA PAPER 76-878) H RADAR dar investigations of the bat hazard to be performance aircraft at Randolph AFB, Tei (AD-A024500) seat cushion to provide realistic acceler cues for aircraft simulators [NASA-TM-X-73954] ATED FLOW paraded flow induced by trailing-edge fladelta wings at M = 8.2  OW SHELLS ability tests involving aircraft structures	A76-4519  A76-45521  A76-45521  A76-33173  Atton  A76-47878  A16-45485
[ICAS PAPER 76-45]  RESBARCH AND DEVELOPHENT  Overview of research and development NASA transportation programs  Advances in engine burst containment and finite element applications to battle-damaged struc [AGARD-R-648] N76  Advances in engine burst containment  RESEARCH PACILITIES  Inspection of composites using a computer-base real-time radiographic facility [NASA-TM-X-73504] N76  Experimental evaluation of NAS Miramar Hush Howard (project P-114), volume 1  [AD-A024403] N76  Experimental evaluation of NAS Miramar Hush Howard (project P-114), volume 2 raw acoustic of tables for P-4 and P-14 aircraft (AD-A024404) N76  RESEARCH PROJECTS  Supersonic Cruise Aircraft Research (SCAR) probabliography, July 1972 - June 1976  [NASA-TM-X-73950] N76  RIDING QUALITY  Passenger ride comfort technology for transport aircraft situations [NASA-TM-X-73953] N76  RIGID ROTORS  A quick, graphical way to analyze rotor whiritage.	alr  5-45783 SCALE  5-45783 SCALE  5-45783 SCALE  5-32183 SEAPL  5-32184 A  6-333526 SEARC  6-33957  5-33957  5-33958  6-33958  6-33958  6-33958  6-33134  SEALL  St  SHALL  5-46825 Bu	systems in the presence of unmodeled acce low-altitude satellite orbit estimation under atmospheric drag  MODELS ale model studies of the effects of wind acoustic barrier performance  ANES review of sea loiter aircraft technology (AIAA PAPER 76-876) actical considerations regarding wing-in-ground-effect aircraft (AIAA PAPER 76-878) H RADAR dar investigations of the bat hazard to performance aircraft at Randolph APE, Tei (AD-AO24500)  seat cushion to provide realistic acceler cues for aircraft simulators (NASA-TM-X-73954) ATED PLOW parated flow induced by trailing-edge fladelta wings at M = 8.2  OW SHELLS ability tests involving aircraft structur components  STABILITY (Kling of shells: Meeting on Shell Bucklibraunschweig, West Germany, June 19, 20,	A76-4519  A76-45519  A76-45521  A1gh  A26-33173  A2100  N76-33189  A26-47878  A1  A76-45485  A1  A76-45485
[ICAS PAPER 76-45]  RESBARCH AND DEVELOPHENT  Overview of research and development NASA transportation programs  Advances in engine burst containment and finite element applications to battle-damaged structure [AGARD-R-648] N76  Advances in engine burst containment  RESEARCH PACILITIES  Inspection of composites using a computer-base real-time radiographic facility [NASA-TH-X-73504]  Experimental evaluation of NAS Miramar Hush How (Project P-114), volume 1  [AD-A024403]  Experimental evaluation of NAS Miramar Hush How (Project P-114), volume 2 raw acoustic (AD-A024404]  RESEARCH PROJECTS  Supersonic Cruise Aircraft Research (SCAR) probabliography, July 1972 - June 1976  [NASA-TH-X-73950]  RIDING QUALITY  Passenger ride comfort technology for transport aircraft situations  [NASA-TH-X-73953]  RIGID ROTORS  A quick, graphical way to analyze rotor whirl A76  ROLLING  The effect of vake thickness on the rolling-up	alr  5-45783 SCALE  5-45783 SCALE  5-45783 SCALE  5-32183 SEAPL  5-32184 A  6-333526 SEARC  6-33957  5-33957  5-33958  6-33958  6-33958  6-33958  6-33134  SEALL  St  SHALL  5-46825 Bu	systems in the presence of unmodeled acce low-altitude satellite orbit estimation under atmospheric drag  MODELS ale model studies of the effects of wind acoustic barrier performance  ANES review of sea loiter aircraft technology [AIAA PAPER 76-876] actical considerations regarding wing-in-ground-effect aircraft [AIAA PAPER 76-878]  H RADAR dar investigations of the bat hazard to be performance aircraft at Randolph AFB, Tex [AD-A024500]  seat cushion to provide realistic accelerates for aircraft simulators [NASA-TM-X-73954] ATED PLOW parated flow induced by trailing-edge fladelta wings at M = 8.2  OW SHELLS abbility tests involving aircraft structure components  STABILITY ckling of shells; Meeting on Shell Buckling of Shells; Meeting on S	A76-4519  A76-45519  A76-45521  A19  A76-33173  A1100  A76-47878  A1  A76-45485  A76-45485
[ICAS PAPER 76-45]  RESBARCH AND DEVELOPHENT  Overview of research and development NASA transportation programs  Advances in engine burst containment and finite element applications to battle-damaged struc [AGARD-R-648] N76  Advances in engine burst containment  RESEARCH PACILITIES  Inspection of composites using a computer-base real-time radiographic facility [NASA-TM-X-73504] N76  Experimental evaluation of NAS Miramar Hush Howard (project P-114), volume 1  [AD-A024403] N76  Experimental evaluation of NAS Miramar Hush Howard (project P-114), volume 2 raw acoustic of tables for P-4 and P-14 aircraft (AD-A024404] N76  RESEARCH PROJECTS  Supersonic Cruise Aircraft Research (SCAR) probabliography, July 1972 - June 1976  [NASA-TM-X-73950] N76  RIDING QUALITY  Passenger ride comfort technology for transport aircraft situations [NASA-TM-X-73953] N76  RIGID ROTORS  A quick, graphical way to analyze rotor whirl ROLLING  The effect of wake thickness on the rolling-up process in two dimensions [ICAS PAPER 76-34]	alr  5-45783 SCALE  5-45783 SCALE  5-45783 SCALE  5-32183 SEAPL  5-32184 A  ed Pr  5-33526 SEARC  Ra  5-33957  DUSE SEATS  5-33958  DGTAM SEPAR  5-34039  ct SHALL  5-46825 Bu  6-47379 St.	systems in the presence of unmodeled acce	A76-4519 A76-45521 A76-45521 A76-45521 A76-33173 A1100 A76-47878 A1 A76-45485 A76-45485 A76-45476
[ICAS PAPER 76-45]  RESBARCH AND DEVELOPHENT  Overview of research and development NASA transportation programs  Advances in engine burst containment and finite element applications to battle-damaged structure [AGARD-R-648] N76  Advances in engine burst containment  RESEARCH PACILITIES  Inspection of composites using a computer-base real-time radiographic facility [NASA-TH-X-73504]  Experimental evaluation of NAS Miramar Hush How (Project P-114), volume 1  [AD-A024403]  Experimental evaluation of NAS Miramar Hush How (Project P-114), volume 2 raw acoustic of tables for P-4 and P-14 aircraft [AD-A024404]  RESEARCH PROJECTS  Supersonic Cruise Aircraft Research (SCAR) probabliography, July 1972 - June 1976  [NASA-TH-X-73950] N76  RIDING QUALITY  Passenger ride comfort technology for transport aircraft situations  [NASA-TH-X-73953] N76  RIGID ROTORS  A quick, graphical way to analyze rotor whirl after effect of vake thickness on the rolling-up process in two dimensions  [ICAS PAPER 76-34] A76  ROTARY WINGS	alr  6-45783  SCALE Scenture 5-32183  SEAPL 6-32184  A  ed Pr 6-33526  SUSSE SEARC Ra  5-33957  SUSSE SALTS A  SEPAR SESSE 6-33958  SUSSE SEATS A  SEPAR SESSE 6-33039  SEPAR SESSE 6-34039  SEPAR SES	systems in the presence of unmodeled acce	A76-4519  A76-45519  A76-45521  A19  A76-33173  A1100  A76-47878  A1  A76-45485  A1  A76-45485  A1  A76-45485  A1  A76-45476  A1
[ICAS PAPER 76-45]  RESBARCH AND DEVELOPHENT  Overview of research and development NASA transportation programs  Advances in engine burst containment and finite element applications to battle-damaged struc [AGARD-R-648] N76  Advances in engine burst containment  RESEARCH PACILITIES  Inspection of composites using a computer-base real-time radiographic facility [NASA-TM-X-73504] N76  Experimental evaluation of NAS Miramar Hush Howard (project P-114), volume 1  [AD-A024403] N76  Experimental evaluation of NAS Miramar Hush Howard (project P-114), volume 2 raw acoustic of tables for P-4 and P-14 aircraft (AD-A024404] N76  RESEARCH PROJECTS  Supersonic Cruise Aircraft Research (SCAR) probabliography, July 1972 - June 1976  [NASA-TM-X-73950] N76  RIDING QUALITY  Passenger ride comfort technology for transport aircraft situations [NASA-TM-X-73953] N76  RIGID ROTORS  A quick, graphical way to analyze rotor whirl ROLLING  The effect of wake thickness on the rolling-up process in two dimensions [ICAS PAPER 76-34]	alr  5-47389  alr  5-45783 SCALE  5-45783 SCALE  Sc  be Sc  3-32183 SEAPL  5-32184 A  ed Pr  5-33526 SEARC  Ra  5-33957  buse SEATS  5-33958  bogram SEPAR  5-34039  ct SHALL  5-46825 Bu  5-47379 St  atter	systems in the presence of unmodeled acce	A76-4519  A76-45519  A76-45521  A19  A76-33173  A110  A76-47878  A1  A76-45485  A1  A76-45485  A76-45476  A1  A76-45476  A1
[ICAS PAPER 76-45]  RESBARCH AND DEVELOPHENT  Overview of research and development NASA transportation programs  Advances in engine burst containment and finite element applications to battle-damaged structure [AGARD-R-648] N76  Advances in engine burst containment  RESEARCH PACILITIES  Inspection of composites using a computer-base real-time radiographic facility [NASA-TM-X-73504]  Experimental evaluation of NAS Miramar Hush How (Project P-114), volume 1  [AD-A024403]  Experimental evaluation of NAS Miramar Hush How (Project P-114), volume 2 raw acoustic of tables for P-4 and P-14 aircraft [AD-A024404]  RESEARCH PROJECTS  Supersonic Cruise Aircraft Research (SCAR) probabliography, July 1972 - June 1976  [NASA-TM-X-73950] N76  RIDING QUALITY  Passenger ride comfort technology for transport aircraft situations  [NASA-TM-X-73953] N76  RIGID ROTORS  A quick, graphical way to analyze rotor whirl process in two dimensions  [ICAS PAPER 76-34] A76  ROTARY WINGS  Effect of phase angle on multibladed rotor furity of the process of the phase angle on multibladed rotor furity for the process of the phase angle on multibladed rotor furity for the phase angle on multibladed rotor furity furity for the phase angle on multibladed rotor furity for the phase angle on multibladed rotor furity furity furity for the phase angle on multibladed rotor furity furi	alr  5-45783  SCALE  5c	systems in the presence of unmodeled acce low-altitude satellite orbit estimation under atmospheric drag  MODELS ale model studies of the effects of wind acoustic barrier performance  ANES review of sea loiter aircraft technology [AIAA PAPER 76-878] gattical considerations regarding wing-in-ground-effect aircraft [AIAA PAPER 76-878]  H RADAR dar investigations of the bat hazard to be performance aircraft at Randolph AFB, Tei [AD-A024500] seat cushion to provide realistic accelerates for aircraft simulators [NASA-TM-X-73954] ATED FLOW parated flow induced by trailing-edge fladelta wings at M = 8.2  OW SHELLS ability tests involving aircraft structur components  STABILITY ckling of shells; Meeting on shell Buckli Braumschweig, West Germany, June 19, 20, Lectures and Discussion Contributions ability tests involving aircraft structur components  ABSORBERS alysis of shock-absorbing concepts for	A76-4519  A76-45519  A76-45521  A1gh  A2s  A2s  A2s  A2s  A3s  A3s  A3s  A3s
[ICAS PAPER 76-45]  RESBARCH AND DEVELOPHENT  Overview of research and development NASA transportation programs  Advances in engine burst containment and finite element applications to battle-damaged structure [AGARD-R-648] N76  Advances in engine burst containment  RESEARCH PACILITIES  Inspection of composites using a computer-base real-time radiographic facility [NASA-TM-X-73504] N76  Experimental evaluation of NAS Miramar Hush Howard (project P-114), volume 1  [AD-A02440403] N76  Experimental evaluation of NAS Miramar Hush Howard (project P-114), volume 2 raw acoustic (aboles for P-4 and P-14 aircraft (AD-A024404] N76  RESEARCH PROJECTS  Supersonic Cruise Aircraft Research (SCAR) probability of the project P-1149, volume 2 raw acoustic (aboles for P-4 and P-14 aircraft (AD-A024404) N76  RESEARCH PROJECTS  Supersonic Cruise Aircraft Research (SCAR) probability of the project P-1149 (N76) N76  RIDING QUALITY  Passenger ride comfort technology for transport aircraft situations [NASA-TM-X-73950] N76  RIDING QUALITY  ROLLING  The effect of vake thickness on the rolling-up process in two dimensions [ICAS PAPER 76-34] A76  ROTARY WINGS  Effect of phase angle on multibladed rotor flucture for helicopter rotors  A76  Helicopter dynamics Book	5-47389 alr 5-45783 SCALE 5-45783 SCALE 5-32183 SEAPL 5-32184 A ed Pr 6-33526 SEARC Ra 5-33957 buse SEATS 5-33958 bogram SEPAR 5-34039 ct SHALL 5-46825 Bu 5-47379 St atter SHOCK 6-46631 And	systems in the presence of unmodeled acce low-altitude satellite orbit estimation under atmospheric drag  MODELS ale model studies of the effects of wind acoustic barrier performance  ANES review of sea loiter aircraft technology [AIAA PAPER 76-876] actical considerations regarding wing-in-ground-effect aircraft [AIAA PAPER 76-878]  H RADAR dar investigations of the bat hazard to berformance aircraft at Randolph APB, Tex [AD-A024500]  seat cushion to provide realistic accelerations for aircraft simulators [NASA-TM-X-73954] ATED PLOW parated flow induced by trailing-edge fladelta wings at M = 8.2  OW SHELLS ability tests involving aircraft structure components  STABILITY cockling of shells; Meeting on Shell Buckling and Shells West Germany, June 19, 20, Lectures and Discussion Contributions ability tests involving aircraft structure components  ABSORBERS	A76-4519  A76-45521  A76-45521  A76-33173  Atlon  A76-47878  A1  A76-45485  A1  A76-45485  A76-45485  A76-45485  A76-45485
[ICAS PAPER 76-45]  RESBARCH AND DEVELOPHENT  Overview of research and development NASA transportation programs  Advances in engine burst containment and finite element applications to battle-damaged structory [AGARD-R-648] N76  Advances in engine burst containment  RESEARCH PACILITIES  Inspection of composites using a computer-base real-time radiographic facility [NASA-TM-X-73504]  Experimental evaluation of NAS Miramar Hush Research (Project P-114), volume 1  [AD-A024403]  Experimental evaluation of NAS Miramar Hush Research (Project P-114), volume 2 raw accustic of tables for P-4 and P-14 aircraft [AD-A024404]  RESEARCH PROJECTS  Supersonic Cruise Aircraft Research (SCAR) probabliography, July 1972 - June 1976  [NASA-TM-X-73950] N76  RIDING QUALITY  Passenger ride comfort technology for transport aircraft situations  [NASA-TM-X-73953] N76  RIGID ROTORS  A quick, graphical way to analyze rotor whirl process in two dimensions  [ICAS PAPER 76-34] A76  ROTARY WINGS  Effect of phase angle on multibladed rotor function of the rotor-wing system from	alr  5-45783  SCALE  5-45783  SCALE  Sc  Sc  Sc  Sc  Sc  Sc  Sc  Sc  Sc  S	systems in the presence of unmodeled acce	A76-4519  A76-45521  A76-45521  A76-33173  Atlon  A76-47878  A1  A76-45485  A1  A76-45485  A76-45485  A76-45485  A76-45485
[ICAS PAPER 76-45]  RESBARCH AND DEVELOPHENT  Overview of research and development NASA transportation programs  Advances in engine burst containment and finite element applications to battle-damaged structure [AGARD-R-648] N76  Advances in engine burst containment  RESEARCH PACILITIES  Inspection of composites using a computer-base real-time radiographic facility [NASA-TM-X-73504] N76  Experimental evaluation of NAS Miramar Hush Howard (project P-114), volume 1  [AD-A024403] N76  Experimental evaluation of NAS Miramar Hush Howard (project P-114), volume 2 raw acoustic of the composite	alr  5-45783  SCALE  5-45783  SCALE  Sc  Sc  Sc  Sc  Sc  Sc  Sc  Sc  Sc  S	systems in the presence of unmodeled acce low-altitude satellite orbit estimation under atmospheric drag  MODELS ale model studies of the effects of wind acoustic barrier performance  ANES review of sea loiter aircraft technology [AIAA PAPER 76-876] actical considerations regarding wing-in-ground-effect aircraft [AIAA PAPER 76-878]  H RADAR dar investigations of the bat hazard to berformance aircraft at Randolph APB, Ten [AD-A024500]  seat cushion to provide realistic acceler cues for aircraft simulators [NASA-TM-X-73954] ATED PLOW Parated flow induced by trailing-edge flad delta wings at M = 8.2  OW SHELLS ability tests involving aircraft structur components  STABILITY cokling of shells; Meeting on Shell Buckli Braunschweig, West Germany, June 19, 20, Lectures and Discussion Contributions ability tests involving aircraft structur components  ABSORBERS alysis of shock-absorbing concepts for bird-proof windshields of advanced Air Forest	A76-4519 A76-45519 A76-45521 A19 A76-33173 A110 A76-47878 A1 A76-45485 A1 A76-45485 A76-45485 A76-45485

SUBJECT INDEX STRESS CORROSION CRACKING

SHOCK FRONTS		SOUND WAVES	
Flows of a reacting mixture in Laval nozzles	under	Sound radiation due to unsteady dissipation	10
conditions of a quasi-frozen process		turbulent flows	
A	76-45203		A76-44766
SHOCK WAVE INTERACTION		Acoustic radiation and surface pressure	
Investigation of unsteady wave structure in		characteristics of an airfoil due to inci	dent
turbine nozzle blade cascades		turbulence	
	76-46723		N76-32974
The design of transonic airfoils under		SPACECRAPT PROPULSION	
consideration of shock wave boundary layer		Use of a laser energy source for the produc	tion of
interaction	76 47767	jet thrust	A76-47868
[ICAS PAPER 76-14] A SHOCK WAVES	76-47362	SPECTRAL ENERGY DISTRIBUTION	A/0-4/000
The Legendre condition in optimum problems o	f	Visible and near infrared spectral transmis	E1 0 D
supersonic gasdynamics	1	characteristics of windscreens in Army at	
	76-45199		N76-33191
SHORT HAUL AIRCRAFT		SPLITTING	
Future of VTOL and other radical concepts		An analytic and experimental study of the e	ffects
	76-45782	of splitter plate position on the trailin	
Evaluation of low wing-loading fuel conserva	tıve,	modifications of a cambered circulation	
short-haul transports		controlled elliptical airfoil	
	76-32182		N76-33163
SHORT TAKEOFF AIRCRAFT		SPOILERS	
Prediction of longitudinal aerodynamic		The 737 graphite composite flight spoiler f	light
characteristics of STOL configurations wit	h	service evaluation	N76 33401
externally blown high lift devices	76-45410		พ76-32181
[AIAA PAPER 76-934] A Tornado - An advanced STOL fighter-bomber de		STABILITY DERIVATIVES  Determination of the moments of aerodynamic	forces
	76-47395	acting on three-dimensional bodies that m	
Pesume of steep gradient research at RAE Bed		under the 'law of locality'	ove
	76-47396		A76-44906
The Canadian STOL demonstration - The data		Computer methods in aircraft design at the	
collection, the findings and their applica	tions	Porce Academy	
	76-47397		A76-45388
Flight testing of the Tornado - The current		STATIC BLECTRICITY	
situation /August 1976/		Atmospheric electricity Russian book	
[AIAA PAPER 76-887] A	76-47679		A76-47001
SIGNAL PROCESSING		Static electrification of aircraft and tria	
A unified signal processor for TACAN navigat		bodies under various meteorological condi	
	76-45496		A76-47011
SILICON DIOXIDE		STATIC STABILITY	
Rain erosion - A serious problem for slip-ca	st	Wind tunnel test of a twin-engined canard	_
fused silica radomes	26 06263	configurated mini-remotely piloted vehicl	
	76-46367		N76-33192
SIMILITUDE LAW  Use of generalized similarity laws in comput	1 n a	The accuracy of thrust in flight derived fr	0.77
the aerodynamic characteristics of	Ing	The accuracy of thrust in flight derived fr engine calibrations in an altitude test f	
three-dimensional bodies			A76-47375
	76-44909	STATOR BLADES	270 47575
SINGULARITY (MATHEMATICS)		Effects of long-chord acoustically treated	stator
Symmetrical singularity model for lifting		vanes on fan noise. 2: Effect of acoust	
potential flow analysis		treatment	
A	76-45098	[ NASA-TN-D-8250 ]	N76-33206
SLENDER BODIES		STATORS	
Theory and experiments on the hypersonic sou		Data analysis and noise prediction for the	QF-1B
flow over long, slender bodies in a conica		experimental fan stage	
	76-47380		N76-329 <b>71</b>
SLENDER WINGS		STEADY PLOW	
Interference effects on lateral forces and m	oments	Developments in transonic steady and unstea	dA trom
on high L/B SES arrangements	36 45600	theory	176-47355
[AIAA PAPER 76-859]  Supersonic flow past a slender delta wing -	76-45508	[ICAS PAPER 76-06] STEAM TURBINES	A76-47355
experimental study	ип	Study of startup regimes of the GT-35 gas t	urhina
	76-47370	installation turbocompressor tests	nT#C
Unsteady and steady aerodynamic forces of sl			A76-47280
delta wings according to Newtonian theory	Chaci	STRATOSPHERE	
	76-47381	Climatic impact assessment program - Conclu	SIONS
SLIP CASTING		and recommendations aircraft operatio	
Rain erosion - A serious problem for slip-ca	st	stratosphere	
fused silica radomes			A76-47403
[ONERA, TP NO. 1976-98] A	76-46367	STRATUS CLOUDS	
SOLIDIPICATION		Static electrification of aircraft and tria	1
Directional structures for advanced aircraft		bodies under various meteorological condi	tions
turbine blades			A76-47011
	76-45413	STRESS CONCENTRATION	
SONIC BOOMS		Calculation of stresses in the blades of	
Goals for a future SST	36 "5300	radial-flow turbomachines	
	76-45780		A76-44784
SOUND PRESSURE		STRESS CORROSION	
Experimental evaluation of NAS Miramar Hush		Measurements of stress corrosion cracks in	******
(project P-114), volume 2 raw acoustic tables for P-4 and P-14 aircraft	udta	aluminum alloy DCB specimens using an ult	resouic
	76-33958	pulse-echo technique [AD-A023185]	N76-33328
SOUND PROPAGATION	.0.33330	STRESS CORROSION CRACKING	M/U-33328
Attenuation of high-intensity sound in a		Measurements of stress corrosion cracks in	
droplet-laden gas		aluminum alloy DCB specimens using an ult	rasonic
	76-33959	pulse-echo technique	
• , •			N76-33328

STRUCTURAL ANALYSIS SUBJECT INDEX

STRUCTURAL ABALYSIS	Predictive adaptive control of a non-linear
Buckling of shells; Meeting on Shell Buckling,	time-varying aircraft system [ICAS PAPER 76-60] A76-47404
Braunschweig, West Germany, June 19, 20, 1975, Lectures and Discussion Contributions	B-1 flight test - Progress report
A76-45476	[AIAA PAPER 76-836] A76-47678
STRUCTURAL DESIGN A structural design for a hypersonic research	Technical applications for an experimental supersonic cruise aircraft
aircraft	[AIAA PAPER 76-892] A76-47680
[AIAA PAPER 76-906] A76-45391 Optimum design of composite primary structure	Aerodynamic design of a Mach 2.2 supersonic cruise aircraft
aircraft components	[AIAA PAPER 76-955] A76-47689
[ICAS PAPER 76-07] A76-47356 A new type of attachment for B/Al compressor blades	Supersonic Cruise Aircraft Research (SCAR) program bibliography, July 1972 - June 1976
[ICAS PAPER 76-10] A76-47359	[NASA-TM-X-73950] N76-34039
STRUCTURAL DESIGN CRITERIA	SUPERSONIC DIFFUSERS
The development phase, design, manufacture and quality control of the MRCA-radome	An exponential investigation of the behaviour of conical diffusers in turbulent flow
A76-45696	A76-46817
STRUCTURAL RELIABILITY Evaluation study of composite reinforced wing	Dump diffuser inlet program [AD-A023404] N76-32198
panel construction	SUPERSONIC PLOW
[ICAS PAPER 76-08] A76-47357 STRUCTURAL VIBRATION	The Legendre condition in optimum problems of supersonic gasdynamics
A quick, graphical way to analyze rotor whirl	A76-45199
A76-46825 A new method for measuring the modal shapes of	Paraglider wings of small conical camber in supersonic flow
alreraft structures	A76-46892
[ICAS PAPER 76-27] A76-47373 SUBCRITICAL FLOW	Supersonic flow past a slender delta wing - An experimental study
Transonic aerofoils - Advances in theory and design	[ICAS PAPER 76-24] A76-47370
A76-47879	SUPERSONIC PLUTTER
SUBSONIC AIRCRAPT Status Report - Subsonic aircraft noise reduction:	A general approach to supersonic aeroelastic vibrations problems
Update Sept. 1976	[ICAS PAPER 76-28] A76-47374
[AIAA PAPER 76-921] A76-45398 Advanced subsonic aircraft - The technological	SUPERSONIC JET PLOW  Acoustic characteristics of interacting supersonic
response to future air transportation needs	jets
A76-45781 The Franco-German experimental program for the	A76-44765 Experimental investigation of the discrete
evaluation of a supercritical wing for a combat	component in the noise spectrum of supersonic jets
alrcraft application [ICAS PAPER 76-21] A76-47367	A76-46973 SUPERSONIC SPEEDS
[ICAS PAPER 76-21] A76-47367 SUBSONIC PLON	Theoretical and experimental study of twisted and
Coherent structures in subsonic coaxial jets	cambered delta wings designed for a Mach number
in aircraft turbofan engines A76-46630	of 3.5 [NASA-TN-D-8247] N76-33143
SUPERCRITICAL PLOW	SUPERSONIC TRANSPORTS
An experimental and computational investigation of the flow field about a transonic airfoil in	Pirst generation supersonic transports A76-45777
supercritical flow with turbulent boundary-layer	Towards a second generation of supersonic transport
separation [ICAS PAPER 76-15] A76-47363	Goals for a future SST
Transonic aerofoils - Advances in theory and design	A76-45780
A76-47879 SUPERCRITICAL WINGS	SUPERSONIC WAKES Study of the statistical characteristics of
Advanced aerodynamics for transonic flight	pulsations of the boundary of the turbulent wake
fighter aircraft design [ICAS PAPER 76-12] A76-47360	behind bodies of various shapes flying at supersonic velocity
The Franco-German experimental program for the	
	A76-45069
evaluation of a supercritical wing for a combat	SURFACE PROPERTIES
	SURFACE PROPERTIES  Simplified sculptured-surface technique applied to wind-tunnel models
evaluation of a supercritical wing for a combat aircraft application [ICAS PAPER 76-21] A76-47367 SUPERSONIC AIRCRAFT	SURFACE PROPERTIES  Simplified sculptured-surface technique applied to wind-tunnel models  A76-45099
evaluation of a supercritical wing for a combat aircraft application [ICAS PAPER 76-21] A76-47367	SURFACE PROPERTIES  Simplified sculptured-surface technique applied to wind-tunnel models
evaluation of a supercritical wing for a combat aircraft application [ICAS PAPER 76-21] A76-47367  SUPERSONIC AIRCRAFT  High speed aerodynamic design of an innovative  V/STOL canard-wing configuration vertical takeoff XFV-12A supersonic fighter	SURFACE PROPERTIES  Simplified sculptured-surface technique applied to wind-tunnel models  A76-45099  SURFACE ROUGHBESS EFFECTS  Study of the statistical characteristics of pulsations of the boundary of the turbulent wake
evaluation of a supercritical wing for a combat aircraft application [ICAS PAPER 76-21] A76-47367 SUPERSONIC AIRCRAFT High speed aerodynamic design of an innovative V/STOL canard-wing configuration vertical takeoff XFV-12A supersonic fighter [AIAA PAPER 76-910] A76-45394	SURFACE PROPERTIES  Simplified sculptured-surface technique applied to wind-tunnel models  A76-45099  SURFACE ROUGHBESS EFFECTS  Study of the statistical characteristics of pulsations of the boundary of the turbulent wake behind bodies of various shapes flying at
evaluation of a supercritical wing for a combat aircraft application [ICAS PAPER 76-21] A76-47367  SUPERSONIC AIRCRAFT  High speed aerodynamic design of an innovative V/STOL canard-wing configuration vertical takeoff XFV-12A supersonic fighter [AIAA PAPER 76-910] A76-45394  Evolution of the technology of broadband radomes for supersonic aircraft	SURFACE PROPERTIES  Simplified sculptured-surface technique applied to wind-tunnel models  A76-45099  SURFACE ROUGHBESS EFFECTS  Study of the statistical characteristics of pulsations of the boundary of the turbulent wake behind bodies of various shapes flying at supersonic velocity  A76-45069
evaluation of a supercritical wing for a combat aircraft application [ICAS PAPER 76-21] A76-47367  SUPERSONIC AIRCRAFT  High speed aerodynamic design of an innovative V/STOL canard-wing configuration vertical takeoff XFV-12A supersonic fighter [AIAA PAPER 76-910] A76-45394  Evolution of the technology of broadband radomes for supersonic aircraft  A76-45702	SURFACE PROPERTIES  Simplified sculptured-surface technique applied to wind-tunnel models  A76-45099  SURFACE ROUGHBESS EFFECTS  Study of the statistical characteristics of pulsations of the boundary of the turbulent wake behind bodies of various shapes flying at supersonic velocity  A76-45069  SWEAT COOLING
evaluation of a supercritical wing for a combat aircraft application [ICAS PAPER 76-21] A76-47367  SUPERSONIC AIRCRAFT  High speed aerodynamic design of an innovative V/STOL canard-wing configuration vertical takeoff XFV-12A supersonic fighter [AIAA PAPER 76-910] A76-45394  Evolution of the technology of broadband radomes for supersonic aircraft  A76-45702  Recent developments in NASA's Supersonic Cruise Aircraft Research /SCAR/ Program	SURFACE PROPERTIES  Simplified sculptured-surface technique applied to wind-tunnel models  A76-45099  SURFACE ROUGHBESS EFFECTS  Study of the statistical characteristics of pulsations of the boundary of the turbulent wake behind bodies of various shapes flying at supersonic velocity  A76-45069  SWEAT COOLING  Gas turbine transpiration cooling research. Part  1: An experimental study of turbine airfoil
evaluation of a supercritical wing for a combat aircraft application [ICAS PAPER 76-21] A76-47367  SUPERSONIC AIRCRAFT  High speed aerodynamic design of an innovative V/STOL canard-wing configuration vertical takeoff XFV-12A supersonic fighter [AIRA PAPER 76-910] A76-45394  Evolution of the technology of broadband radomes for supersonic aircraft A76-45702  Recent developments in NASA's Supersonic Cruise Aircraft Research /SCAR/ Program	SURFACE PROPERTIES  Simplified sculptured-surface technique applied to wind-tunnel models  A76-45099  SURFACE ROUGHBESS EFFECTS  Study of the statistical characteristics of pulsations of the boundary of the turbulent wake behind bodies of various shapes flying at supersonic velocity  A76-45069  SWEAT COOLING  Gas turbine transpiration cooling research. Part  1: An experimental study of turbine airfoil wakes as influenced by upstream nozzle vanes
evaluation of a supercritical wing for a combat aircraft application [ICAS PAPER 76-21] A76-47367  SUPERSONIC AIRCRAFT  High speed aerodynamic design of an innovative V/STOL canard-wing configuration vertical takeoff XFV-12A supersonic fighter [AIAA PAPER 76-910] A76-45394  Evolution of the technology of broadband radomes for supersonic aircraft A76-45702  Recent developments in NASA's Supersonic Cruise Aircraft Research /SCAR/ Program A76-45779  Program definition and preliminary results of a long-term evaluation program of advanced	SURFACE PROPERTIES  Simplified sculptured-surface technique applied to wind-tunnel models  A76-45099  SURFACE ROUGHBESS EFFECTS  Study of the statistical characteristics of pulsations of the boundary of the turbulent wake behind bodies of various shapes flying at supersonic velocity  A76-45069  SWEAT COOLING  Gas turbine transpiration cooling research. Part  1: An experimental study of turbine airfoil wakes as influenced by upstream nozzle vanes  [AD-A023445]  N76-32193
evaluation of a supercritical wing for a combat aircraft application [ICAS PAPER 76-21] A76-47367  SUPERSONIC AIRCRAFT  High speed aerodynamic design of an innovative V/STOL canard-wing configuration vertical takeoff XFV-12A supersonic fighter [AIAA PAPER 76-910] A76-45394  Evolution of the technology of broadband radomes for supersonic aircraft  A76-45702  Recent developments in NASA's Supersonic Cruise Aircraft Research /SCAR/ Program  A76-45779  Program definition and preliminary results of a long-term evaluation program of advanced composites for supersonic cruise aircraft	SURFACE PROPERTIES  Simplified sculptured-surface technique applied to wind-tunnel models  A76-45099  SURFACE ROUGHBESS EFFECTS  Study of the statistical characteristics of pulsations of the boundary of the turbulent wake behind bodies of various shapes flying at supersonic velocity  A76-45069  SWEAT COOLING  Gas turbine transpiration cooling research. Part  1: An experimental study of turbine airfoil wakes as influenced by upstream nozzle vanes  [AD-A023445]  SWEPT WINGS  Recent explorations in relaxation methods for
evaluation of a supercritical wing for a combat aircraft application [ICAS PAPER 76-21] A76-47367  SUPERSONIC AIRCRAFT  High speed aerodynamic design of an innovative  V/STOL canard-wing configuration vertical takeoff XFV-12A supersonic fighter [AIAA PAPER 76-910] A76-45394  Bvolution of the technology of broadband radomes for supersonic aircraft  A76-45702  Recent developments in NASA's Supersonic Cruise Aircraft Research /SCAR/ Program  A76-45779  Program definition and preliminary results of a long-term evaluation program of advanced composites for supersonic cruise aircraft applications  A76-45877	SURFACE PROPERTIES  Simplified sculptured-surface technique applied to wind-tunnel models  A76-45099  SURFACE ROUGHBESS EFFECTS  Study of the statistical characteristics of pulsations of the boundary of the turbulent wake behind bodies of various shapes flying at supersonic velocity  A76-45069  SWEAT COOLING  Gas turbine transpiration cooling research. Part  1: An experimental study of turbine airfoil wakes as influenced by upstream nozzle vanes  [AD-A023445]  N76-32193  SWEPT WINGS  Recent explorations in relaxation methods for three-dimensional transonic potential flow  [ICAS PAPER 76-22]  A76-47368
evaluation of a supercritical wing for a combat aircraft application [ICAS PAPER 76-21] A76-47367  SUPERSONIC AIRCRAFT  High speed aerodynamic design of an innovative V/STOL canard-wing configuration vertical takeoff XFV-12A supersonic fighter [AIAA PAPER 76-910] A76-45394  Evolution of the technology of broadband radomes for supersonic aircraft A76-45702  Recent developments in NASA's Supersonic Cruise Aircraft Research /SCAR/ Program A76-45779  Program definition and preliminary results of a long-term evaluation program of advanced composites for supersonic cruise aircraft applications A76-45877  Flight simulation testing equipment for composite	SURFACE PROPERTIES  Simplified sculptured-surface technique applied to wind-tunnel models  A76-45099  SURFACE ROUGHBESS EFFECTS  Study of the statistical characteristics of pulsations of the boundary of the turbulent wake behind bodies of various shapes flying at supersonic velocity  A76-45069  SWEAT COOLING  Gas turbine transpiration cooling research. Part  1: An experimental study of turbine airfoil wakes as influenced by upstream nozzle vanes  [AD-A023445]  SWEPT WINGS  Recent explorations in relaxation methods for three-dimensional transonic potential flow  [ICAS PAPER 76-22]  Evaluation of two swept-infinite-wing
evaluation of a supercritical wing for a combat aircraft application [ICAS PAPER 76-21] A76-47367  SUPERSONIC AIRCRAFT  High speed aerodynamic design of an innovative  V/STOL canard-wing configuration vertical takeoff XFV-12A supersonic fighter [AIAA PAPER 76-910] A76-45394  Bvolution of the technology of broadband radomes for supersonic aircraft  A76-45702  Recent developments in NASA's Supersonic Cruise Aircraft Research /SCAR/ Program  A76-45779  Program definition and preliminary results of a long-term evaluation program of advanced composites for supersonic cruise aircraft applications  A76-45877	SURFACE PROPERTIES  Simplified sculptured-surface technique applied to wind-tunnel models  A76-45099  SURFACE ROUGHBESS EFFECTS  Study of the statistical characteristics of pulsations of the boundary of the turbulent wake behind bodies of various shapes flying at supersonic velocity  A76-45069  SWEAT COOLING  Gas turbine transpiration cooling research. Part  1: An experimental study of turbine airfoil wakes as influenced by upstream nozzle vanes  [AD-A023445]  N76-32193  SWEPT WINGS  Recent explorations in relaxation methods for three-dimensional transonic potential flow  [ICAS PAPER 76-22]  Evaluation of two swept-infinite-wing potential/viscous-flow computer programs  [NASA-CR-145037]  N76-32129
evaluation of a supercritical wing for a combat aircraft application [ICAS PAPER 76-21] A76-47367  SUPERSONIC AIRCRAFT  High speed aerodynamic design of an innovative V/STOL canard-wing configuration vertical takeoff XFV-12A supersonic fighter [AIAA PAPER 76-910] A76-45394  Evolution of the technology of broadband radomes for supersonic aircraft A76-45702  Recent developments in NASA's Supersonic Cruise Aircraft Research /SCAR/ Program A76-45779  Program definition and preliminary results of a long-term evaluation program of advanced composites for supersonic cruise aircraft applications A76-45877  Flight simulation testing equipment for composite material systems A76-45878  Wing-body interference on a generalized load	SURFACE PROPERTIES  Simplified sculptured-surface technique applied to wind-tunnel models  A76-45099  SURFACE ROUGHBESS EFFECTS  Study of the statistical characteristics of pulsations of the boundary of the turbulent wake behind bodies of various shapes flying at supersonic velocity  A76-45069  SWEAT COOLING  Gas turbine transpiration cooling research. Part  1: An experimental study of turbine airfoil wakes as influenced by upstream nozzle vanes  [AD-A023445]  N76-32193  SWEPT WINGS  Recent explorations in relaxation methods for three-dimensional transonic potential flow  [ICAS PAPER 76-22]  Evaluation of two swept-infinite-wing potential/viscous-flow computer programs  [NASA-CR-145037]  SYMTHETIC FUELS
evaluation of a supercritical wing for a combat aircraft application [ICAS PAPER 76-21] A76-47367  SUPPRSONIC AIRCRAFT  High speed aerodynamic design of an innovative V/STOL canard-wing configuration vertical takeoff XFV-12A supersonic fighter [AIAA PAPER 76-910] A76-45394  Evolution of the technology of broadband radomes for supersonic aircraft A76-45702  Recent developments in NASA's Supersonic Cruise Aircraft Research /SCAR/ Program A76-45779  Program definition and preliminary results of a long-term evaluation program of advanced composites for supersonic cruise aircraft applications A76-45877  Flight simulation testing equipment for composite material systems	SURFACE PROPERTIES  Simplified sculptured-surface technique applied to wind-tunnel models  A76-45099  SURFACE ROUGHBESS EFFECTS  Study of the statistical characteristics of pulsations of the boundary of the turbulent wake behind bodies of various shapes flying at supersonic velocity  A76-45069  SWEAT COOLING  Gas turbine transpiration cooling research. Part  1: An experimental study of turbine airfoil wakes as influenced by upstream nozzle vanes  [AD-A023445]  N76-32193  SWEPT WINGS  Recent explorations in relaxation methods for three-dimensional transonic potential flow  [ICAS PAPER 76-22]  Evaluation of two swept-infinite-wing potential/viscous-flow computer programs  [NASA-CR-145037]  N76-32129
evaluation of a supercritical wing for a combat aircraft application [ICAS PAPER 76-21] A76-47367  SUPERSONIC AIRCRAFT  High speed aerodynamic design of an innovative V/STOL canard-wing configuration vertical takeoff XFV-12A supersonic fighter [AIAA PAPER 76-910] A76-45394  Evolution of the technology of broadband radomes for supersonic aircraft  A76-45702  Recent developments in NASA's Supersonic Cruise Aircraft Research /SCAR/ Program  A76-45779  Program definition and preliminary results of a long-term evaluation program of advanced composites for supersonic cruise aircraft applications  A76-45877  Flight simulation testing equipment for composite material systems  A76-45878  Wing-body interference on a generalized load distribution on the body due to triangular wings at supersonic speeds [ICAS PAPER 76-23] A76-47369	SURFACE PROPERTIES  Simplified sculptured-surface technique applied to wind-tunnel models  A76-45099  SURFACE ROUGHBESS EFFECTS  Study of the statistical characteristics of pulsations of the boundary of the turbulent wake behind bodies of various shapes flying at supersonic velocity  A76-45069  SWEAT COOLING  Gas turbine transpiration cooling research. Part  1: An experimental study of turbine airfoil wakes as influenced by upstream nozzle vanes  [AD-A023445]  N76-32193  SWEPT WINGS  Recent explorations in relaxation methods for three-dimensional transonic potential flow  [ICAS PAPER 76-22]  Evaluation of two swept-infinite-wing potential/viscous-flow computer programs  [NASA-CR-145037]  SYNTHETIC FUELS  An evaluation of very large airplanes and alternative fuels  [AIAA PAPER 76-920]  A76-45397
evaluation of a supercritical wing for a combat aircraft application [ICAS PAPER 76-21] A76-47367  SUPERSONIC AIRCRAFT  High speed aerodynamic design of an innovative V/STOL canard-wing configuration vertical takeoff XFV-12A supersonic fighter [AIAA PAPER 76-910]  Evolution of the technology of broadband radomes for supersonic aircraft  A76-45702  Recent developments in NASA's Supersonic Cruise Aircraft Research /SCAR/ Program  A76-45779  Program definition and preliminary results of a long-term evaluation program of advanced composites for supersonic cruise aircraft applications  A76-45877  Flight simulation testing equipment for composite material systems  A76-45878  Wing-body interference on a generalized load distribution on the body due to triangular wings at supersonic speeds [ICAS PAPER 76-23] Climatic impact assessment program - Conclusions	SURFACE PROPERTIES  Simplified sculptured-surface technique applied to wind-tunnel models  A76-45099  SURFACE ROUGHBESS EFFECTS  Study of the statistical characteristics of pulsations of the boundary of the turbulent wake behind bodies of various shapes flying at supersonic velocity  A76-45069  SWEAT COOLING  Gas turbine transpiration cooling research. Part  1: An experimental study of turbine airfoil wakes as influenced by upstream nozzle vanes  [AD-A023445]  SWEPT WINGS  Recent explorations in relaxation methods for three-dimensional transonic potential flow  [ICAS PAPER 76-22]  Evaluation of two swept-infinite-wing potential/viscous-flow computer programs  [NASA-CR-145037]  SYHTHETIC FUELS  An evaluation of very large airplanes and alternative fuels  [AIAA PAPER 76-920]  A76-45397  SYSTEM EFFECTIVEMESS
evaluation of a supercritical wing for a combat aircraft application [ICAS PAPER 76-21] A76-47367  SUPERSONIC AIRCRAFT  High speed aerodynamic design of an innovative V/STOL canard-wing configuration vertical takeoff XFV-12A supersonic fighter [AIAA PAPER 76-910] A76-45394  Evolution of the technology of broadband radomes for supersonic aircraft  A76-45702  Recent developments in NASA's Supersonic Cruise Aircraft Research /SCAR/ Program  A76-45779  Program definition and preliminary results of a long-term evaluation program of advanced composites for supersonic cruise aircraft applications  A76-45877  Flight simulation testing equipment for composite material systems  A76-45878  Wing-body interference on a generalized load distribution on the body due to triangular wings at supersonic speeds [ICAS PAPER 76-23] A76-47369	SURFACE PROPERTIES  Simplified sculptured-surface technique applied to wind-tunnel models  A76-45099  SURFACE ROUGHBESS EFFECTS  Study of the statistical characteristics of pulsations of the boundary of the turbulent wake behind bodies of various shapes flying at supersonic velocity  A76-45069  SWEAT COOLING  Gas turbine transpiration cooling research. Part  1: An experimental study of turbine airfoil wakes as influenced by upstream nozzle vanes  [AD-A023445]  N76-32193  SWEPT WINGS  Recent explorations in relaxation methods for three-dimensional transonic potential flow  [ICAS PAPER 76-22]  Evaluation of two swept-infinite-wing potential/viscous-flow computer programs  [NASA-CR-145037]  SYNTHETIC FUELS  An evaluation of very large airplanes and alternative fuels  [AIAA PAPER 76-920]  A76-45397

SUBJECT INDEX TRAINING AIRCRAFT

SYSTEMS ENGINEERING		The accuracy of thrust in flight derived for	ro <b>n</b>
Concorde systems in airline operation		engine calibrations in an altitude test :	
	-45402	[ICAS PAPER 76-30]	A76-47375
Air cycle ground air conditioners for aircraft	TB:	ST PILOTS	
Support	-45420	YF-16 pilot report	A76-47016
[AIAA PAPER 76-947] A76		ST RANGES	A/0-4/010
<u>_</u>	10.	B-1 forward radome microwave test range	
T			A76-45703
T-38 AIRCRAFT		ERMAL BOUNDARY LAYER	
Radar investigations of the bat hazard to high		Second-order thermal boundary-layer on a bi	lunted
performance aircraft at Randolph AFB, Texas	-33173	wedge	A76-46818
[AD-A024500] N76 TABLES (DATA)		ERMAL INSTABILITY	A/0-40010
Design to Cost Conference, Boston, Mass., May		Thermal buckling of uniform rectangular plants	ates
28, 1976 and Palo Alto, Calif., June 14, 15,		[AD-A023472]	N76-32599
1976, Abridged Proceedings		ERMAL PROTECTION	
	-45798	A structural design for a hypersonic resear	cch
Experimental evaluation of NAS Miramar Bush Ho		aircraft	. 7.5 % 5 3 6 4
(project P-114), volume 2 raw acoustic d tables for P-4 and P-14 aircraft		[AIAA PAPER 76-906]	A76-45391
	-33958	BRHODIWAHIC CYCLES Performance of a new positive-displacement	215
TACAB	33330	cycle machine for aircraft environmen	
A unified signal processor for TACAN navigatio	n sets	control systems	
A76	-45496	[AIAA PAPER 76-946]	A76-45419
TECHNOLOGICAL PORECASTING	TH:	IN AIRPOILS	
The airship - Means of transportation for the		The effects of blowing over various trailing	ng-edge
future - Its technical concept and the resul		flaps on an NACA 0006 airfoil section,	
of economy and marketing studies as projecte the firm Kommanditgesellschaft flugschiffbau		comparisons with various types of flaps of airfoil sections, and an analysis of flo	
Hamburg GmbH & Co		power relationships for blowing systems	a nu
	-45031	[NASA-TN-D-8293]	N76-32133
The future of aeronautical transportation;		REE DIMENSIONAL PLOW	
Proceedings of the Princeton University		Use of generalized similarity laws in compa	iting
Conference, Princeton, N.J., November 10, 11	, 1975	the aerodynamic characteristics of	-
	-45776	three-dimensional bodies	
Puture trends in transport aircraft propulsion			A76-44909
Opportunities for future improvements in aircr	-45784 - ft	Symmetrical singularity model for lifting	
noise	alt	potential flow analysis	A76-45098
	-47394	Two- and three-dimensional flows around blu	
Puture trends in aero gas turbine design. I -		bodies with special regard to transonic	
Conventional engines		free-stream Mach numbers	
	-47847		A76-46891
TECHNOLOGY ASSESSMENT		Recent explorations in relaxation methods:	
The AFTI concept - A new approach to technolog	y	three-dimensional transonic potential flo	
transition [AIAA PAPER 76-888] A76	-45377 TH	[ICAS PAPER 76-22] UNDERSTORMS	A76-47368
Fifty years of technical progress in aviation		Atmospheric electricity Russian book	
a look ahead		newospacero erectatoro, nestata book	A76-47001
	-45380	Winter thunderstorms in Japan - A bazard to	
Applications of oblique-wing technology - An			A76-47571
OAGLAJGA		MB RESPONSE	
	-45417	Response analysis of flexible aircraft with	active
Evaluation of Advanced Naval Vehicles Concepts [AIAA PAPER 76-846] A76	-45501	control [AIAA PAPER 76-913]	A76-45395
Recent advances in wing-in-ground effect techn		XIC HAZARDS	A70-43393
	-45517	Transportation of hazardous materials by a	ır
Goals for a future SST		[GPO-62-325]	N76-32139
A76	-45780 TR	AILING BDGBS	
New developments in blown flap noise technolog		A near-wake model for the aerodynamic press	sures
	-47393	exerted on singing trailing edges	.76 05060
An appraisal of present and future large commercial hovercraft		A wind tunnel study of the effects of trail	A76-45469
	-47848	edge modifications on the lift-drag ratio	
Technologies for the air transport of tomorrow		circulation controlled airfoil	
	-33165	[AD-A023356]	N76-33161
TECHNOLOGY UTILIZATION		An analytic and experimental study of the	effects
More effective aircraft stability and control		of splitter plate position on the trailing	ag edge
flight testing through use of system		modifications of a cambered circulation	
identification technology	-45301	controlled elliptical airfoil	N76-33163
[AIAA PAPER 76-894] A76 Passenger ride comfort technology for transpor	-45381 + TB:	[AD-A023354] AILING-EDGE FLAPS	N/0-33103
aircraft situations	t Ia	Measured pressure distributions on an airfo	oil with
	-33134	oscillating jet flap	
TEMPERATURE EPPECTS			A76-45760
Effect of inlet temperature and pressure on		Separated flow induced by trailing-edge flo	aps on
emissions from a premixing gas turbine prima	r y	delta wings at M = 8.2	
zone combustor	22200	Ml66-at6 blance	A76-47878
•	-33208	The effects of blowing over various trailing	ug-eage
TERMINAL GUIDANCE Research in ground-based near-terminal area 4D		flaps on an NACA 0006 airfoil section, comparisons with various types of flaps	on other
quidance and control		airfoil sections, and an analysis of flow	
	-47401	power relationships for blowing systems	-
TEST PACILITIES		[NASA-TN-D-8293]	N76-32133
YC-14 propulsion system ground rig test		AIHING AIRCRAFT	
[AIAA PAPER 76-918] A76	-45396	Study of a very low cost air combat maneuve	ering
		trainer aircraft	N76-22400
		[NASA-TM-X-73162]	N76-33190

TRAJECTORY ANALYSIS SUBJECT INDEX

TRAJECTORY AWALYSIS	Dynamics and erosion study of solid particles in a
Conflict detection and resolution in the Netherlands ATC-system SARP II	cascade A76-45143
[ICAS PAPER 76-55] A76-47	
TRAJECTORY OPTIMIZATION	composite materials to aircraft engines
Predictive adaptive control of a non-linear time-varying aircraft system	[AIAA PAPER 76-936] A76-45411 Directional structures for advanced aircraft
[ICAS PAPER 76-60] A76-47	
TRANSONIC FLIGHT	[AIAA PAPER 76-938] A76-45413
Advanced aerodynamics for transonic flight fighter aircraft design	Investigation of unsteady wave structure in turbine nozzle blade cascades
[ICAS PAPER 76-12] A76-47	360 A76-46723
Aerodynamic methodology. Bodies with tails at arbitrary roll angles (transonic and supersonic	Equilibrium temperature distribution of blades situated in high-speed flow
[AD-A023425] N76-33	' . · · · · · · · · · · · · · · · · · ·
TRANSONIC PLOW	Durability of Zirconia thermal-barrier ceramic
Two- and three-dimensional flows around blunt bodies with special regard to transonic	<pre>coatings on air-cooled turbine blades in cyclic jet engine operation</pre>
free-stream Mach numbers	[NASA-TM-X-3410] N76-32192
N76-46 Developments in transonic steady and unsteady flo	
theory	[NASA-CR-134999] N76-32251
[ICAS PAPER 76-06] A76-47	
Analysis of two-element high lift systems in transonic flow	Investigation of unsteady wave structure in turbine nozzle blade cascades
[ICAS PAPER 76-13] A76-47	361 A76-46723
The design of transonic airfoils under consideration of shock wave boundary layer	Gas turbine transpiration cooling research. Part 1: An experimental study of turbine airfoil
interaction	wakes as influenced by upstream nozzle vanes
[ICAS PAPER 76-14] A76-47	
An experimental and computational investigation of the flow field about a transonic airfoil in	TURBOCOMPRESSORS  Calculation of stresses in the blades of
supercritical flow with turbulent boundary-laye	
separation [ICAS PAPER 76-15] A76-47	A76-44784 363 Study of startup regimes of the GT-35 gas turbine
Recent explorations in relaxation methods for	installation turbocompressor tests
three-dimensional transonic potential flow	A76-47280 368 TURBOFAN AIRCRAFT
[ICAS PAPER 76-22] A76-47 Induced side forces at high angles of attack	A comparison of two lift fan propulsion concepts
bodies of revolution in subsonic and transonic	[AIAA PAPER 76-954] A76-47688
flow A76-47	TURBOFAN ENGINES 552 Low and intermediate temperature application of
Transonic aerofoils - Advances in theory and desi	gn composite materials to aircraft engines
A76-47 Transonic pressure measurements and comparison of	379 [AIAA PAPER 76-936] A76-45411 The turbofan jet engine at optimal and nonoptimal
theory to experiment for an arrow-wing	design
configuration ['NASA-CR-2610] N76-32	A76-45868 Coherent structures in subsonic coaxial jets
Wave interactions in transonic and hypersonic flo	
wing body combinations	A76-46630
[AD-A023189] N76-33 TRANSONIC NOZZLES	158 On the off-design operation of bypass-engines with variable nozzles and turbines
Flows of a reacting mixture in Laval nozzles unde	A76-46895
conditions of a quasi-frozen process	Testing the annular combustion chamber of the NK-8 aircraft engine using natural gas for
TRANSONIC SPEED	stationary gas turbine installation
A critique of transonic aerofoil testing technique [NASA-TT-F-17251] N76-33	
TRANSONIC WIND TUNNELS	powerplant nozzle systems
Two-dimensional airfoil test facility in the	[ICAS PAPER 76-32] A76-47377
nodane-avrieux S3 blowdown wind tunnel [NASA-TT-F-17253] N76-33	Aerodynamic performance of two variable-pitch fan: 221 stages
TRANSPORT ATRCRAFT	[ICAS PAPER 76-41] A76-47385
Parametric design and analysis of large advanced military transports	The high-bypass-ratio variable-pitch turbofan for transport aircraft propulsion
[AIAA PAPER 76-924] A76-45	401 [AIAA PAPER 76-919] A76-47685
Advanced subsonic aircraft - The technological response to future air transportation needs	<pre>Future trends in aero gas turbine design. I - Conventional engines</pre>
A76-45	
The high-bypass-ratio variable-pitch turbofan for	Data analysis and noise prediction for the QF-1B
transport aircraft propulsion [AIAA PAPER 76-919] A76-47	experimental fan stage 685 [NASA-CR-135066] N76-32971
Passenger ride comfort technology for transport	Effects of long-chord acoustically treated stator
aircraft situations [NASA-TM-X-73953] N76-33	vanes on fan noise. 2: Effect of acoustical treatment
Technologies for the air transport of tomorrow	[NASA-TN-D-8250] N76-33206
[NASA-TT-F-17177] N76-33	
TRANSPORTATION ENERGY Hydrogen energy technology - Update 1976	Data analysis and noise prediction for the QF-1B experimental fan stage
A76-45	242 [NASA-CR-135066] N76-32971
TROPOSPHERE Climatic impact assessment program - Conclusions	Effects of long-chord acoustically treated stator vanes on fan noise. 2: Effect of acoustical
and recommendations aircraft operation in	treatment
stratosphere [ICAS PAPER 76-59] A76-47	[NASA-TN-D-8250] N76-33206 103 TURBOJET ENGINES
TURBINE BLADES	Briefs of accidents involving turbine powered
Calculation of stresses in the blades of radial-flow turbomachines	aircraft. US general aviation 1974 [PB-250514/7] N76-33167
A76-44	

SUBJECT INDEX VERTICAL TAKEOFF AIRCRAFT

TURBONACHINE BLADES		ULTRASORIC TESTS	
Causes of breakage of centrifugal compressor blading in Lis type engines	or	Measurements of stress corrosion cracks in aluminum alloy DCB specimens using an ultr	asonic
	A76-47115	pulse-echo technique	450410
TURBONACHINERY			76-33328
Performance of a new positive-displacement cycle machine for aircraft environmen		The future of aviation, volume 1 in the	United
control systems		States	
[AIAA PAPER 76-946] TURBOPROP ENGINES	A76-45419		76-33131
Determination of effects of ambient condition	ons on	The future of aviation, volume 2 in the States	unitea
aircraft engine emissions engine testing.		[GPO-77-667] N	76-33132
Volume 1: GTCP 85 APU, TPE 331 turboprop	N76-33209	UNSTRADY PLOW	
[PB-252825/5] Determination of effects of ambient conditions  [PB-252825/5]		Investigation of unsteady wave structure in turbine mozzle blade cascades	
aircraft engine emissions engine testing.			76-46723
Volume 2: GTCP 85 apu, TPE 331 turboproj [PB-252826/3]	N76-33210	Developments in transonic steady and unstead theory	A TIOA
TURBULENCE EFFECTS	33210		76-47355
Acoustic radiation and surface pressure		Measurements in low-speed flow of unsteady	
characteristics of an airfoil due to inciturbulence	ident	pressure distributions on a rectangular wi with an oscillating control surface	пд
[NASA-CR-2733]	N76-32974	[ARC-R/M-3763] N	76-33149
TURBULENT BOUNDARY LAYER  An experimental and computational investigation	tion of	UPPER SURFACE BLOWN FLAPS Prediction of longitudinal aerodynamic	
the flow field about a transonic airfoil		characteristics of STOL configurations wit	h
supercritical flow with turbulent boundar	y-layer	externally blown high lift devices	
separation [ICAS PAPER 76-15]	A76-47363	[AIAA PAPER 76~934]  New developments in blown flap noise technol	76-45410
TURBULENT PLOW		[ICAS PAPER 76-49]	76-47393
An exponential investigation of the behavior	our of	URBAN RESEARCH	
conical diffusers in turbulent flow	A76-46817	Operational techniques for reducing noise A	76-46534
TORBOLENT JETS		Airports and community design considerations	for
Sound radiation due to unsteady dissipation turbulent flows	ı ın	aircraft noise alleviations	76-46535
Calbarance 110mb	A76-44766	USBR REQUIREMENTS	70 40333
Noise generated wavelike eddies in a turbul		Prospective markets and design concepts for	
[ICAS PAPER 76-42] TURBULENT MIXING	A76-47386	civilian remotely piloted aircraft [AIAA PAPER 76-939] A	76-45414
Acoustic characteristics of interacting sup	ersonic	UTILITY AIRCRAFT	
jets	A76-44765	Prospective markets and design concepts for	
TURBULENT WAKES	47.03	civilian remotely piloted aircraft [AIAA PAPER 76~939] A	76-45414
Study of the statistical characteristics of			
Study of the statistical characteristics of pulsations of the boundary of the turbule behind bodies of various shapes flying at	ent wake	v	
pulsations of the boundary of the turbule	ent wake	V/STOL AIRCRAFT	
pulsations of the boundary of the turbule behind bodies of various shapes flying at supersonic velocity	ent wake : 	V/STOL AIRCRAFT Prediction methods for jet V/STOL propulsion	
pulsations of the boundary of the turbule behind bodies of various shapes flying at	ent wake : 	V/STOL AIRCRAFT Prediction methods for jet V/STOL propulsion aerodynamics [AIAA PAPER 76-932] A	76-45408
pulsations of the boundary of the turbule behind bodies of various shapes flying at supersonic velocity  Evaluation of the noise emitted by a single profile encountering a wake	ent wake : 	V/STOL AIRCRAFT  Prediction methods for jet V/STOL propulsion aerodynamics [AIAA PAPER 76-932]  Review of V/STOL lift/cruise fan technology	76-45408
pulsations of the boundary of the turbule behind bodies of various shapes flying at supersonic velocity  Evaluation of the noise emitted by a single profile encountering a wake  TWISTED WINGS  Theoretical and experimental study of twist	ent wake : 176-45069 : 176-47147 :ed and	V/STOL AIRCRAFT  Prediction methods for jet V/STOL propulsion aerodynamics [AIAA PAPER 76-932]  Review of V/STOL lift/cruise fan technology [AIAA PAPER 76-931]  A comparison of two lift fan propulsion conc	76-45408 76-47686 epts
pulsations of the boundary of the turbule behind bodies of various shapes flying at supersonic velocity  Evaluation of the noise emitted by a single profile encountering a wake  TWISTED WINGS  Theoretical and experimental study of twist cambered delta wings designed for a Mach	ent wake : 176-45069 : 176-47147 :ed and	V/STOL AIRCRAFT  Prediction methods for jet V/STOL propulsion aerodynamics [AIAA PAPER 76-932]  Review of V/STOL lift/cruise fan technology [AIAA PAPER 76-931] A comparison of two lift fan propulsion conc [AIAA PAPER 76-954] A	76-45408 76-47686
pulsations of the boundary of the turbule behind bodies of various shapes flying at supersonic velocity  Evaluation of the noise emitted by a single profile encountering a wake  TWISTED WINGS  Theoretical and experimental study of twist	ent wake : 176-45069 : 176-47147 :ed and	V/STOL AIRCRAFT  Prediction methods for jet V/STOL propulsion aerodynamics [AINA PAPER 76-932]  Review of V/STOL lift/cruise fan technology [AINA PAPER 76-931]  A comparison of two lift fan propulsion conc [AINA PAPER 76-954]  VARIABLE GEOMETRY STRUCTURES	76-45408 76-47686 epts 76-47688
pulsations of the boundary of the turbule behind bodies of various shapes flying at supersonic velocity  Evaluation of the noise emitted by a single profile encountering a wake  TWISTED WINGS  Theoretical and experimental study of twist cambered delta wings designed for a Mach of 3.5  [NASA-TN-D-8247] TWO DIRENSIONAL BODIES	ent wake A76-45069 A76-47147 eed and number N76-33143	V/STOL AIRCRAFT  Prediction methods for jet V/STOL propulsion aerodynamics [AIAA PAPER 76-932]  Review of V/STOL lift/cruise fan technology [AIAA PAPER 76-931] A comparison of two lift fan propulsion conc [AIAA PAPER 76-954]  VARIABLE GEOMETRY STRUCTURES On the off-design operation of bypass-engine variable nozzles and turbines	76-45408 76-47686 epts 76-47688
pulsations of the boundary of the turbule behind bodies of various shapes flying at supersonic velocity  Evaluation of the noise emitted by a single profile encountering a wake  TWISTED WINGS  Theoretical and experimental study of twist cambered delta wings designed for a Mach of 3.5  [NASA-TN-D-8247]  TWO DIMENSIONAL BODIES  Two-dimensional airfoil test facility in the	ent wake A76-45069 A76-47147 eed and number N76-33143	V/STOL AIRCRAFT  Prediction methods for jet V/STOL propulsion aerodynamics [AIMA PAPER 76-932]  Review of V/STOL lift/cruise fan technology [AIMA PAPER 76-931]  A comparison of two lift fan propulsion conc [AIMA PAPER 76-954]  VARIABLE GEOMETRY STRUCTURES  On the off-design operation of bypass-engine variable nozzles and turbines	76-45408 76-47686 epts 76-47688
pulsations of the boundary of the turbule behind bodies of various shapes flying at supersonic velocity  Evaluation of the noise emitted by a single profile encountering a wake  TWISTED WINGS  Theoretical and experimental study of twist cambered delta wings designed for a Mach of 3.5  [NASA-TH-D-8247]  TWO DIMENSIONAL BODIES  Two-dimensional airfoil test facility in the modane-avrieux S3 blowdown wind tunnel (NASA-TT-F-17253)	ent wake A76-45069 A76-47147 eed and number N76-33143	V/STOL AIRCRAFT  Prediction methods for jet V/STOL propulsion aerodynamics [AIAA PAPER 76-932]  Review of V/STOL lift/cruise fan technology [AIAA PAPER 76-931] A comparison of two lift fan propulsion conc [AIAA PAPER 76-954]  VARIABLE GEOMETRY STRUCTURES On the off-design operation of bypass-engine variable nozzles and turbines	76-45408 76-47686 epts 76-47688 s with 76-46895
pulsations of the boundary of the turbule behind bodies of various shapes flying at supersonic velocity  Evaluation of the noise emitted by a single profile encountering a wake  TWISTED WINGS  Theoretical and experimental study of twist cambered delta wings designed for a Mach of 3.5 [NASA-TN-D-8247]  TWO DIMENSIONAL BODIES  Two-dimensional airfoil test facility in the modane-avrieux S3 blowdown wind tunnel [NASA-TT-17253]  TWO DIMENSIONAL PLOW	ant wake  A76-45069  A76-47147  eed and number  N76-33143	V/STOL AIRCRAFT  Prediction methods for jet V/STOL propulsion aerodynamics [AIAA PAPER 76-932]  Review of V/STOL lift/cruise fan technology [AIAA PAPER 76-931] A comparison of two lift fan propulsion conc [AIAA PAPER 76-954]  VARIABLE GEOMETRY STRUCTURES On the off-design operation of bypass-engine variable nozzles and turbines  VARIABLE PITCH PROPELLERS Aerodynamic performance of two variable-pitce stages	76-45408 76-47686 epts 76-47688 s with 76-46895
pulsations of the boundary of the turbule behind bodies of various shapes flying at supersonic velocity  Evaluation of the noise emitted by a single profile encountering a wake  TWISTED WINGS Theoretical and experimental study of twist cambered delta wings designed for a Mach of 3.5 [NASA-TN-D-8247] TWO DIMENSIONAL BODIES Two-dimensional airfoil test facility in the modane-avrieux S3 blowdown wind tunnel [NASA-TT-P-17253] TWO DIMENSIONAL PLOW Two- and three-dimensional flows around blows	ant wake  A76-45069  A76-47147  eed and number  N76-33143	V/STOL AIRCRAFT  Prediction methods for jet V/STOL propulsion aerodynamics [AIAA PAPER 76-932]  Review of V/STOL lift/cruise fan technology [AIAA PAPER 76-931]  A comparison of two lift fan propulsion conc [AIAA PAPER 76-954]  VARIABLE GEOMETRY STRUCTURES  On the off-design operation of bypass-engine variable nozzles and turbines  VARIABLE PITCH PROPELLERS  Aerodynamic performance of two variable-pitc stages [ICAS PAPER 76-41]	76-45408 76-47686 epts 76-47688 s with 76-46895 h fan 76-47385
pulsations of the boundary of the turbule behind bodies of various shapes flying at supersonic velocity  Evaluation of the noise emitted by a single profile encountering a wake  TWISTED WINGS  Theoretical and experimental study of twist cambered delta wings designed for a Mach of 3.5 [NASA-TN-D-8247]  TWO DIMENSIONAL BODIES  Two-dimensional airfoil test facility in the modane-avrieux S3 blowdown wind tunnel [NASA-TT-17253]  TWO DIMENSIONAL PLOW	A76-45069 A76-47147 ed and number N76-33143 ne N76-33221	V/STOL AIRCRAFT  Prediction methods for jet V/STOL propulsion aerodynamics [ATAA PAPER 76-932]  Review of V/STOL lift/cruise fan technology [AIAA PAPER 76-931]  A comparison of two lift fan propulsion conc [AIAA PAPER 76-954]  VARIABLE GEOMETRY STRUCTURES On the off-design operation of bypass-engine variable nozzles and turbines  VARIABLE PITCH PROPELLERS Aerodynamic performance of two variable-pitc stages [ICAS PAPER 76-41] The high-bypass-ratio variable-pitch turbofa transport aircraft propulsion	76-45408 76-47686 epts 76-47688 s with 76-46895 h fan 76-47385 n for
pulsations of the boundary of the turbule behind bodies of various shapes flying at supersonic velocity  Evaluation of the noise emitted by a single profile encountering a wake  TWISTED WINGS Theoretical and experimental study of twist cambered delta wings designed for a Mach of 3.5 [NASA-TN-D-8247] TWO DIMENSIONAL BODIES Two-dimensional airfoil test facility in the modane-avrieux S3 blowdown wind tunnel (NASA-TT-P-17253] TWO DIMENSIONAL PLOW Two- and three-dimensional flows around blobdies with special regard to transonic free-stream Mach numbers	ent wake  A76-45069  A76-47147  ed and number  N76-33143  ne N76-33221	V/STOL AIRCRAFT  Prediction methods for jet V/STOL propulsion aerodynamics  [AIAA PAPER 76-932]  Review of V/STOL lift/cruise fan technology  [AIAA PAPER 76-931]  A comparison of two lift fan propulsion conc [AIAA PAPER 76-954]  WHELABLE GEOMETRY STRUCTURES  On the off-design operation of bypass-engine variable nozzles and turbines  WARIABLE PITCH PROPELLERS  Aerodynamic performance of two variable-pitc stages  [ICAS PAPER 76-41]  The high-bypass-ratio variable-pitch turbofa transport aircraft propulsion  [AIAA PAPER 76-919]	76-45408 76-47686 epts 76-47688 s with 76-46895 h fan 76-47385 n for
pulsations of the boundary of the turbule behind bodies of various shapes flying at supersonic velocity  Evaluation of the noise emitted by a single profile encountering a wake  TWISTED WINGS  Theoretical and experimental study of twist cambered delta wings designed for a Mach of 3.5  [NASA-TH-D-8247]  TWO DIMENSIONAL BODIES  Two-dimensional airfoil test facility in the modane-avrieux S3 blowdown wind tunnel (NASA-TT-P-17253)  TWO DIMENSIONAL PLOW  Two- and three-dimensional flows around blue bodies with special regard to transonic	ent wake  A76-45069  A76-47147  ed and number  N76-33143  ne N76-33221	V/STOL AIRCRAFT  Preduction methods for jet V/STOL propulsion aerodynamics [AIAA PAPER 76-932]  Review of V/STOL lift/cruise fan technology [AIAA PAPER 76-931]  A comparison of two lift fan propulsion conc [AIAA PAPER 76-954]  VARIABLE GEOMETRY STRUCTURES  On the off-design operation of bypass-engine variable nozzles and turbines  VARIABLE PITCH PROPELLERS  Aerodynamic performance of two variable-pitch stages [ICAS PAPER 76-41]  The high-bypass-ratio variable-pitch turbofa transport aircraft propulsion [AIAA PAPER 76-919]  The effect of helicopter main rotor blade ph	76-45408 76-47686 epts 76-47688 s with 76-46895 h fan 76-47385 n for 76-47685 asing
pulsations of the boundary of the turbule behind bodies of various shapes flying at supersonic velocity  Evaluation of the noise emitted by a single profile encountering a wake  TWISTED WINGS  Theoretical and experimental study of twist cambered delta wings designed for a Mach of 3.5 [NASA-TN-D-8247]  TWO DIMENSIONAL BODIES  Two-dimensional airfoil test facility in the modane-avrieux S3 blowdown wind tunnel (NASA-TT-P-17253]  TWO DIMENSIONAL PLOW  Two- and three-dimensional flows around blobdies with special regard to transonic free-stream Mach numbers  Analysis of two-element high lift systems in transonic flow [ICAS PAPER 76-13]	ant wake  A76-45069  A76-47147  A76-47147  A76-33143  A76-33221  A76-46891  A76-47361	V/STOL AIRCRAFT  Prediction methods for jet V/STOL propulsion aerodynamics  [AIAA PAPER 76-932]  Review of V/STOL lift/cruise fan technology  [AIAA PAPER 76-931]  A comparison of two lift fan propulsion conc [AIAA PAPER 76-954]  VARIABLE GEOMETRY STRUCTURES  On the off-design operation of bypass-engine variable nozzles and turbines  VARIABLE PITCH PROPELLERS  Aerodynamic performance of two variable-pitc stages  [ICAS PAPER 76-41]  The high-bypass-ratio variable-pitch turbofa transport aircraft propulsion  [AIAA PAPER 76-919]  The effect of helicopter main rotor blade ph and spacing on performance, blade loads, a acoustics	76-45408 76-47686 epts 76-47688 s with 76-46895 h fan 76-47385 n for 76-47685 asing
pulsations of the boundary of the turbule behind bodies of various shapes flying at supersonic velocity  Evaluation of the noise emitted by a single profile encountering a wake  TWISTED WINGS  Theoretical and experimental study of twist cambered delta wings designed for a Mach of 3.5 [NASA-TN-D-8247]  TWO DIMENSIONAL BODIES  Two-dimensional airfoil test facility in the modane-avrieux S3 blowdown wind tunnel [NASA-TT-P-17253]  TWO DIMENSIONAL PLOW  Two- and three-dimensional flows around blue bodies with special regard to transonic free-stream Mach numbers  Analysis of two-element high lift systems in transonic flow [ICAS PAPER 76-13]  The effect of wake thickness on the rolling	ant wake  A76-45069  A76-47147  A76-47147  A76-33143  A76-33221  A76-46891  A76-47361	V/STOL AIRCRAFT  Preduction methods for jet V/STOL propulsion aerodynamics [AIAA PAPER 76-932]  Review of V/STOL lift/cruise fan technology [AIAA PAPER 76-931]  A comparison of two lift fan propulsion conc [AIAA PAPER 76-954]  WARIABLE GEOMETRY STRUCTURES  On the off-design operation of bypass-engine variable nozzles and turbines  VARIABLE PITCH PROPELLERS  Aerodynamic performance of two variable-pitch stages [ICAS PAPER 76-41]  The high-bypass-ratio variable-pitch turbofa transport aircraft propulsion [AIAA PAPER 76-919]  The effect of helicopter main rotor blade ph and spacing on performance, blade loads, a acoustics [NASA-CR-2737]	76-45408 76-47686 epts 76-47688 s with 76-46895 h fan 76-47385 n for 76-47685 asing
pulsations of the boundary of the turbule behind bodies of various shapes flying at supersonic velocity  Evaluation of the noise emitted by a single profile encountering a wake  TWISTED WINGS  Theoretical and experimental study of twist cambered delta wings designed for a Mach of 3.5 [NASA-TN-D-8247]  TWO DIMENSIONAL BODIES  Two-dimensional airfoil test facility in the modane-avrieux S3 blowdown wind tunnel (NASA-TT-P-17253]  TWO DIMENSIONAL PLOW  Two- and three-dimensional flows around blobdies with special regard to transonic free-stream Mach numbers  Analysis of two-element high lift systems in transonic flow [ICAS PAPER 76-13] The effect of wake thickness on the rolling process in two dimensions [ICAS PAPER 76-34]	ant wake  A76-45069  A76-47147  A76-47147  A76-33143  A76-33221  A76-46891  A76-47361  A76-47379	V/STOL AIRCRAFT  Prediction methods for jet V/STOL propulsion aerodynamics  [AIAA PAPER 76-932]  Review of V/STOL lift/cruise fan technology  [AIAA PAPER 76-931]  A comparison of two lift fan propulsion conc [AIAA PAPER 76-954]  VARIABLE GEOMETRY STRUCTURES  On the off-design operation of bypass-engine variable nozzles and turbines  VARIABLE PITCH PROPELLERS  Aerodynamic performance of two variable-pitc stages  [ICAS PAPER 76-41]  The high-bypass-ratio variable-pitch turbofa transport aircraft propulsion  (AIAA PAPER 76-919]  The effect of helicopter main rotor blade ph and spacing on performance, blade loads, a acoustics  [NASA-CR-2737]  VARIABLE SWEEP WINGS  For modeling and analysis. I - Pilot's pract	76-45408 76-47688 s with 76-46895 h fan 76-47385 n for 76-47685 asing nd 76-32124
pulsations of the boundary of the turbule behind bodies of various shapes flying at supersonic velocity  Evaluation of the noise emitted by a single profile encountering a wake  TWISTED WINGS  Theoretical and experimental study of twist cambered delta wings designed for a Mach of 3.5  [NASA-TN-D-8247]  TWO DIMENSIONAL BODIES  Two-dimensional airfoil test facility in the modane-avrieux S3 blowdown wind tunnel (NASA-TT-P-17253)  TWO DIMENSIONAL PLOW  Two- and three-dimensional flows around blowdies with special regard to transonic free-stream Mach numbers  Analysis of two-element high lift systems in transonic flow [ICAS PAPER 76-13]  The effect of wake thickness on the rolling process in two dimensions	A76-45069  A76-47147  Led and number  N76-33143  Lee  N76-33221  Lint  A76-46891  A76-47361  L-up  A76-47379  A76-47379  Addesign	V/STOL AIRCRAFT  Preduction methods for jet V/STOL propulsion aerodynamics [AIAA PAPER 76-932]  Review of V/STOL lift/cruise fan technology [AIAA PAPER 76-931]  A comparison of two lift fan propulsion conc [AIAA PAPER 76-954]  WARIABLE GEOMETRY STRUCTURES  On the off-design operation of bypass-engine variable nozzles and turbines  VARIABLE PITCH PROPELLERS  Aerodynamic performance of two variable-pitch stages [ICAS PAPER 76-41]  The high-bypass-ratio variable-pitch turbofa transport aircraft propulsion [AIAA PAPER 76-919]  The effect of helicopter main rotor blade ph and spacing on performance, blade loads, a acoustics [NASA-CR-2737]  VARIABLE SWERP WINGS  For modeling and analysis. I - Pilot's pract aerodynamics for variable geometry win	76-45408 76-47688 s with 76-46895 h fan 76-47385 n for 76-47685 asing nd 76-32124
pulsations of the boundary of the turbule behind bodies of various shapes flying at supersonic velocity  Evaluation of the noise emitted by a single profile encountering a wake  TWISTED WINGS  Theoretical and experimental study of twist cambered delta wings designed for a Mach of 3.5 [NASA-TN-D-8247]  TWO DIMENSIONAL BODIES  Two-dimensional airfoil test facility in the modane-avrieux S3 blowdown wind tunnel (NASA-TT-P-17253]  TWO DIMENSIONAL PLOW  Two- and three-dimensional flows around blobdies with special regard to transonic free-stream Mach numbers  Analysis of two-element high lift systems in transonic flow [ICAS PAPER 76-13] The effect of wake thickness on the rolling process in two dimensions [ICAS PAPER 76-34]	A76-45069  A76-47147  Led and number  N76-33143  Lee  N76-33221  A16-46891  Ln  A76-47361  Jup  A76-47379  A76-47379  A76-47879	V/STOL AIRCRAFT  Prediction methods for jet V/STOL propulsion aerodynamics  [AIAA PAPER 76-932]  Review of V/STOL lift/cruise fan technology [AIAA PAPER 76-931]  A comparison of two lift fan propulsion conc [AIAA PAPER 76-954]  VARIABLE GEOMETRY STRUCTURES  On the off-design operation of bypass-engine variable nozzles and turbines  AVARIABLE PITCH PROPELLERS  Aerodynamic performance of two variable-pitch stages  [ICAS PAPER 76-41]  The high-bypass-ratio variable-pitch turbofa transport aircraft propulsion  [AIAA PAPER 76-919]  The effect of helicopter main rotor blade phand spacing on performance, blade loads, a acoustics [NASA-CR-2737]  VARIABLE SWEEP WINGS  For modeling and analysis, I - Pilot's pract aerodynamics for variable geometry wind aircraft	76-45408 76-47688 s with 76-46895 h fan 76-47385 n for 76-47685 asing nd 76-32124
pulsations of the boundary of the turbule behind bodies of various shapes flying at supersonic velocity  Evaluation of the noise emitted by a single profile encountering a wake  TWISTED WINGS  Theoretical and experimental study of twist cambered delta wings designed for a Mach of 3.5 [NASA-TN-D-8247]  TWO DIMENSIONAL BODIES  Two-dimensional airfoil test facility in the modane-avrieux S3 blowdown wind tunnel [NASA-TT-P-17253]  TWO DIMENSIONAL PLOW  Two- and three-dimensional flows around blowdies with special regard to transonic free-stream Mach numbers  Analysis of two-element high lift systems in transonic flow [ICAS PAPER 76-13]  The effect of wake thickness on the rolling process in two dimensions [ICAS PAPER 76-34]  Transonic aerofoils - Advances in theory at a critique of transonic aerofoil testing to [NASA-TT-P-17251]	A76-45069  A76-47147  Led and number  N76-33143  Lee  N76-33221  A16-46891  Ln  A76-47361  Jup  A76-47379  A76-47379  A76-47879	V/STOL AIRCRAFT  Preduction methods for jet V/STOL propulsion aerodynamics [AIAA PAPER 76-932]  Review of V/STOL lift/cruise fan technology [AIAA PAPER 76-931]  A comparison of two lift fan propulsion conc [AIAA PAPER 76-954]  VARIABLE GEOMETRY STRUCTURES  On the off-design operation of bypass-engine variable nozzles and turbines  VARIABLE PITCH PROPELLERS  Aerodynamic performance of two variable-pitch stages [ICAS PAPER 76-41]  The high-bypass-ratio variable-pitch turbofa transport aircraft propulsion [AIAA PAPER 76-919]  The effect of helicopter main rotor blade ph and spacing on performance, blade loads, a acoustics [NASA-CR-2737]  VARIABLE SWEEP WINGS  For modeling and analysis, I - Pilot's pract aerodynamics for variable geometry win aircraft  VERTICAL TARROFF AIRCRAFT	76-45408 76-47688 S With 76-46895 h fan 76-47385 n for 76-47685 asing nd 76-32124 ical g
pulsations of the boundary of the turbule behind bodies of various shapes flying at supersonic velocity  Evaluation of the noise emitted by a single profile encountering a wake  TWISTED WINGS  Theoretical and experimental study of twist cambered delta wings designed for a Mach of 3.5  [NASA-TN-D-8247]  TWO DIBENSIONAL BODIES  TWO-dimensional airfoil test facility in the modane-avrieux S3 blowdown wind tunnel (NASA-TT-P-17253)  TWO DIMENSIONAL PLOW  Two- and three-dimensional flows around blowdies with special regard to transonic free-stream Mach numbers  Analysis of two-element high lift systems in transonic flow  [ICAS PAPER 76-13]  The effect of wake thickness on the rolling process in two dimensions  [ICAS PAPER 76-34]  Transonic aerofoils - Advances in theory at a critique of transonic aerofoil testing to [NASA-TT-P-17251]	A76-45069  A76-47147  Led and number  N76-33143  Lee  N76-33221  Lee  N76-33221  Lee  A76-47361  Lee  A76-47379  A76-47379  A76-47379  A76-47379  A76-47379  A76-33136	V/STOL AIRCRAFT  Prediction methods for jet V/STOL propulsion aerodynamics [AIAA PAPER 76-932]  Review of V/STOL lift/cruise fan technology [AIAA PAPER 76-931]  A comparison of two lift fan propulsion conc [AIAA PAPER 76-954]  VARIABLE GEOMETRY STRUCTURES On the off-design operation of bypass-engine variable nozzles and turbines  AVARIABLE PITCH PROPELLERS Aerodynamic performance of two variable-pitch stages [ICAS PAPER 76-41]  The high-bypass-ratio variable-pitch turbofa transport aircraft propulsion [AIAA PAPER 76-919]  The effect of helicopter main rotor blade phand spacing on performance, blade loads, a acoustics [NASA-CR-2737]  VARIABLE SWEEP WINGS For modeling and analysis, I - Pilot's pract aerodynamics for variable geometry win aircraft  VERTICAL TAREOFF AIRCRAFT High speed aerodynamic design of an innovati	76-45408 76-47688 s with 76-46895 h fan 76-47385 n for 76-47685 asing 76-32124 ical g 76-45084
pulsations of the boundary of the turbule behind bodies of various shapes flying at supersonic velocity  Evaluation of the noise emitted by a single profile encountering a wake  TWISTED WINGS  Theoretical and experimental study of twist cambered delta wings designed for a Mach of 3.5 [NASA-TN-D-8247]  TWO DIMENSIONAL BODIES  Two-dimensional airfoil test facility in the modane-avrieux S3 blowdown wind tunnel [NASA-TT-P-17253]  TWO DIMENSIONAL PLOW  Two- and three-dimensional flows around blowdies with special regard to transonic free-stream Mach numbers  Analysis of two-element high lift systems in transonic flow [ICAS PAPER 76-13]  The effect of wake thickness on the rolling process in two dimensions [ICAS PAPER 76-34]  Transonic aerofoils - Advances in theory at a critique of transonic aerofoil testing to [NASA-TT-P-17251]	A76-45069  A76-47147  Led and number  N76-33143  Lee  N76-33221  Lint  A76-46891  A76-47361  L-up  A76-47379  A6design  A76-47879  Echniques  N76-33136  Lee in a	V/STOL AIRCRAFT  Preduction methods for jet V/STOL propulsion aerodynamics [AIAA PAPER 76-932]  Review of V/STOL lift/cruise fan technology [AIAA PAPER 76-931]  A comparison of two lift fan propulsion conc [AIAA PAPER 76-954]  VARIABLE GEOMETRY STRUCTURES  On the off-design operation of bypass-engine variable nozzles and turbines  VARIABLE PITCH PROPELLERS  Aerodynamic performance of two variable-pitch stages [ICAS PAPER 76-41]  The high-bypass-ratio variable-pitch turbofa transport aircraft propulsion [AIAA PAPER 76-919]  The effect of helicopter main rotor blade ph and spacing on performance, blade loads, a acoustics [NASA-CR-2737]  VARIABLE SWEEP WINGS  For modeling and analysis, I - Pilot's pract aerodynamics for variable geometry win aircraft  VERTICAL TARROFF AIRCRAFT  High speed aerodynamic design of an innovati v/STOL canard-wing configuration vertical takeoff IFV-12A supersonic fighter	76-45408 76-47688 76-47688 76-47689 76-47385 76-47685 8
pulsations of the boundary of the turbule behind bodies of various shapes flying at supersonic velocity  Evaluation of the noise emitted by a single profile encountering a wake  TWISTED WIEGS  Theoretical and experimental study of twist cambered delta wings designed for a Mach of 3.5 [NASA-TN-D-8247]  TWO DIMENSIONAL BODIES  Two-dimensional airfoil test facility in the modane-avrieux S3 blowdown wind tunnel (NASA-TT-P-17253]  TWO DIMENSIONAL PLOW  Two- and three-dimensional flows around blowdies with special regard to transonic free-stream Mach numbers  Analysis of two-element high lift systems in transonic flow [ICAS PAPER 76-13]  The effect of wake thickness on the rolling process in two dimensions [ICAS PAPER 76-34]  Transonic aerofoils - Advances in theory are a critique of transonic aerofoil testing to [NASA-TT-P-17251]  TWO PHASE FLOW  Dynamics and erosion study of solid particles.	A76-45069  A76-47147  Led and number  N76-33143  Lee  N76-33221  Lee  N76-33221  Lee  A76-47361  Lee  A76-47379  A76-47379  A76-47379  A76-47379  A76-47379  A76-33136	V/STOL AIRCRAFT  Prediction methods for jet V/STOL propulsion aerodynamics  [AIAA PAPER 76-932]  Review of V/STOL lift/cruise fan technology [AIAA PAPER 76-931]  A comparison of two lift fan propulsion conc [AIAA PAPER 76-954]  VARIABLE GEOMETRY STRUCTURES  On the off-design operation of bypass-engine variable nozzles and turbines  AVARIABLE PITCH PROPELLERS  Aerodynamic performance of two variable-pitch stages  [ICAS PAPER 76-41]  The high-bypass-ratio variable-pitch turbofa transport aircraft propulsion  [AIAA PAPER 76-919]  The effect of helicopter main rotor blade phe and spacing on performance, blade loads, a acoustics [NASA-CR-2737]  VARIABLE SWEEP WINGS  For modeling and analysis. I - Pilot's pract aerodynamics for variable geometry win aircraft  VERTICAL TAREOFF AIRCRAFT  High speed aerodynamic design of an innovati V/STOL canard-wing configuration vertitakeoff IFV-12A supersonic fighter  [AIAA PAPER 76-910]	76-45408 76-47688 s with 76-46895 h fan 76-47385 n for 76-47685 asing 76-32124 ical g 76-45084
pulsations of the boundary of the turbule behind bodies of various shapes flying at supersonic velocity  Evaluation of the noise emitted by a single profile encountering a wake  TWISTED WINGS  Theoretical and experimental study of twist cambered delta wings designed for a Mach of 3.5 [NASA-TN-D-8247]  TWO DIMENSIONAL BODIES  Two-dimensional airfoil test facility in the modane-avrieux S3 blowdown wind tunnel (NASA-TT-P-17253]  TWO DIMENSIONAL PLOW  Two- and three-dimensional flows around blobdies with special regard to transonic free-stream Mach numbers  Analysis of two-element high lift systems in transonic flow [ICAS PAPER 76-13]  The effect of wake thickness on the rolling process in two dimensions [ICAS PAPER 76-34]  Transonic aerofoils - Advances in theory and a critique of transonic aerofoil testing to [NASA-TT-P-17251]  TWO PHASE PLOW  Dynamics and erosion study of solid particle cascade	A76-45069  A76-47147  Led and number  N76-33143  Lee  N76-33221  Lint  A76-46891  A76-47361  L-up  A76-47379  A6design  A76-47879  Echniques  N76-33136  Lee in a	Prediction methods for jet V/STOL propulsion aerodynamics [AIAA PAPER 76-932] Review of V/STOL lift/cruise fan technology [AIAA PAPER 76-931] A comparison of two lift fan propulsion conc [AIAA PAPER 76-954] WARIABLE GEOMETRY STRUCTURES On the off-design operation of bypass-engine variable nozzles and turbines  VARIABLE PITCH PROPELLERS Aerodynamic performance of two variable-pitch stages [ICAS PAPER 76-41] The high-bypass-ratio variable-pitch turbofa transport aircraft propulsion [AIAA PAPER 76-919] The effect of helicopter main rotor blade ph and spacing on performance, blade loads, a acoustics [NASA-CR-2737] WARIABLE SWEEP WINGS For modeling and analysis. I - Pilot's pract aerodynamics for variable geometry win aircraft  VERTICAL TAKEOFF AIBCRAFT High speed aerodynamic design of an innovati V/STOL canard-wing configuration vertitakeoff IFV-12A supersonic fighter [AIAA PAPER 76-910] Future of VTOL and other radical concepts	76-45408 76-47688 76-47688 76-47689 76-47385 76-47685 8
pulsations of the boundary of the turbule behind bodies of various shapes flying at supersonic velocity  Evaluation of the noise emitted by a single profile encountering a wake  TWISTED WINGS  Theoretical and experimental study of twist cambered delta wings designed for a Mach of 3.5  [NASA-TN-D-8247]  TWO DIMENSIONAL BODIES  Two-dimensional airfoil test facility in the modane-avrieux S3 blowdown wind tunnel (NASA-TT-P-17253)  TWO DIMENSIONAL PLOW  Two- and three-dimensional flows around blowdies with special regard to transonic free-stream Mach numbers  Analysis of two-element high lift systems in transonic flow [ICAS PAPER 76-13]  The effect of wake thickness on the rolling process in two dimensions [ICAS PAPER 76-34]  Transonic aerofoils - Advances in theory are [NASA-TT-P-17251]  TWO PHASE PLOW  Dynamics and erosion study of solid particle cascade	A76-45069  A76-47147  Led and number  N76-33143  Lee  N76-33221  Lint  A76-46891  A76-47361  L-up  A76-47379  A6design  A76-47879  Echniques  N76-33136  Lee in a	Prediction methods for jet V/STOL propulsion aerodynamics [AIAA PAPER 76-932] Review of V/STOL lift/cruise fan technology [AIAA PAPER 76-931] A comparison of two lift fan propulsion conc [AIAA PAPER 76-954] VARIABLE GEOMETRY STRUCTURES On the off-design operation of bypass-engine variable nozzles and turbines  VARIABLE PITCH PROPELLERS Aerodynamic performance of two variable-pitch stages [ICAS PAPER 76-41] The high-bypass-ratio variable-pitch turbofa transport aircraft propulsion [AIAA PAPER 76-919] The effect of helicopter main rotor blade phe and spacing on performance, blade loads, a acoustics [NASA-CR-2737] VARIABLE SWEEP WINGS For modeling and analysis. I - Pilot's pract aerodynamics for variable geometry win aircraft  VERTICAL TAREOFF AIRCRAFT High speed aerodynamic design of an innovati V/STOL canard-wing configuration vertitakeoff IFV-12A supersonic fighter [AIAA PAPER 76-910] Puture of VTOL and other radical concepts  Find tunnel and ground static investigation	76-45408 76-47688 s with 76-46895 h fan 76-47385 n for 76-47685 asing 76-47684 ve cal 76-45384 ve cal 76-45384
pulsations of the boundary of the turbule behind bodies of various shapes flying at supersonic velocity  Evaluation of the noise emitted by a single profile encountering a wake  TWISTED WINGS  Theoretical and experimental study of twist cambered delta wings designed for a Mach of 3.5 [NASA-TN-D-8247]  TWO DIMENSIONAL BODIES  Two-dimensional airfoil test facility in the modane-avrieux S3 blowdown wind tunnel (NASA-TT-P-17253]  TWO DIMENSIONAL PLOW  Two- and three-dimensional flows around blobdies with special regard to transonic free-stream Mach numbers  Analysis of two-element high lift systems in transonic flow [ICAS PAPER 76-13]  The effect of wake thickness on the rolling process in two dimensions [ICAS PAPER 76-34]  Transonic aerofoils - Advances in theory and a critique of transonic aerofoil testing to [NASA-TT-P-17251]  TWO PHASE PLOW  Dynamics and erosion study of solid particle cascade	A76-45069  A76-47147  Led and number  N76-33143  A76-46891  A76-47361  Lun  A76-47379  A6 design  A76-47879  Chniques  N76-33136  Les in a  A76-45143	Prediction methods for jet V/STOL propulsion aerodynamics [AIAA PAPER 76-932] Review of V/STOL lift/cruise fan technology [AIAA PAPER 76-931] A comparison of two lift fan propulsion conc [AIAA PAPER 76-954] WARIABLE GEOMETRY STRUCTURES On the off-design operation of bypass-engine variable nozzles and turbines  VARIABLE PITCH PROPELLERS Aerodynamic performance of two variable-pitch stages [ICAS PAPER 76-41] The high-bypass-ratio variable-pitch turbofa transport aircraft propulsion [AIAA PAPER 76-919] The effect of helicopter main rotor blade ph and spacing on performance, blade loads, a acoustics [NASA-CR-2737] WARIABLE SWEEP WINGS For modeling and analysis. I - Pilot's pract aerodynamics for variable geometry win aircraft  VERTICAL TAREOFF AIRCRAFT High speed aerodynamic design of an innovati V/STOL canard-wing configuration vertitakeoff IFV-12A supersonic fighter [AIAA PAPER 76-910] Puture of VTOL and other radical concepts	76-45408 76-47688 s with 76-46895 h fan 76-47385 n for 76-47685 asing 76-47684 ve cal 76-45384 ve cal 76-45384
pulsations of the boundary of the turbule behind bodies of various shapes flying at supersonic velocity  Evaluation of the noise emitted by a single profile encountering a wake  TWISTED WIEGS  Theoretical and experimental study of twist cambered delta wings designed for a Mach of 3.5 [NASA-TN-D-8247]  TWO DIMENSIONAL BODIES  Two-dimensional airfoil test facility in the modane-avrieux S3 blowdown wind tunnel (NASA-TT-P-17253)  TWO DIMENSIONAL PLOW  Two- and three-dimensional flows around blobdies with special regard to transonic free-stream Mach numbers  Analysis of two-element high lift systems in transonic flow [ICAS PAPER 76-13]  The effect of wake thickness on the rolling process in two dimensions [ICAS PAPER 76-34]  Transonic aerofoils - Advances in theory and a critique of transonic aerofoil testing to [NASA-TT-P-17251]  TWO PHASE PLOW  Dynamics and erosion study of solid particle cascade  ULTRASOBIC PLAW DETECTION	201 wake 201 A76-45069 201 A76-47147 21 A76-47147 22 A1	V/STOL AIRCRAFT  Prediction methods for jet V/STOL propulsion aerodynamics  [AIAA PAPER 76-932]  Review of V/STOL lift/cruise fan technology [AIAA PAPER 76-931]  A comparison of two lift fan propulsion conc [AIAA PAPER 76-954]  VARIABLE GEOMETRY STRUCTURES  On the off-design operation of bypass-engine variable nozzles and turbines  VARIABLE PITCH PROPELLERS  Aerodynamic performance of two variable-pitch stages  [ICAS PAPER 76-41]  The high-bypass-ratio variable-pitch turbofa transport aircraft propulsion  [AIAA PAPER 76-919]  The effect of helicopter main rotor blade phand spacing on performance, blade loads, a acoustics [NASA-CR-2737]  VARIABLE SWEEP WINGS  For modeling and analysis, I - Pilot's pract aerodynamics for variable geometry win aircraft  VERTICAL TAREOFF AIRCRAFT  High speed aerodynamic design of an innovati V/STOL canard-wing configuration vertitakeoff IFV-12A supersonic fighter  [AIAA PAPER 76-910]  Puture of VTOL and other radical concepts  Wind tunnel and ground static investigation large scale model of a lift/cruise fan V/S aircraft [NASA-CR-137916]	76-45408 76-47688 s with 76-46895 h fan 76-47385 n for 76-47685 asing 76-47684 ve cal 76-45384 ve cal 76-45384
pulsations of the boundary of the turbule behind bodies of various shapes flying at supersonic velocity  Evaluation of the noise emitted by a single profile encountering a wake  TWISTED WINGS  Theoretical and experimental study of twist cambered delta wings designed for a Mach of 3.5 [NASA-TN-D-8247]  TWO DIMERSIONAL BODIES  Two-dimensional airfoil test facility in the modane-avrieux S3 blowdown wind tunnel [NASA-TT-P-17253]  TWO DIMENSIONAL PLOW  Two- and three-dimensional flows around blue bodies with special regard to transonic free-stream Mach numbers  Analysis of two-element high lift systems in transonic flow [ICAS PAPER 76-13]  The effect of wake thickness on the rolling process in two dimensions [ICAS PAPER 76-34]  Transonic aerofoils - Advances in theory and a critique of transonic aerofoil testing to [NASA-TT-P-17251]  TWO PHASE PLOW  Dynamics and erosion study of solid particle cascade  ULTRASORIC PLAW DETECTION  Banufacture of gas turbine engine power shapes and selection of the sturbing engine shapes and selection of the sturbing engine shapes and selection of the st	A76-45069  A76-47147  Led and number  N76-33143  A76-46891  A76-47361  Lun  A76-47379  A6 design  A76-47879  Chniques  N76-33136  Les in a  A76-45143	V/STOL AIRCRAFT  Prediction methods for jet V/STOL propulsion aerodynamics  [AIAA PAPER 76-932]  Review of V/STOL lift/cruise fan technology [AIAA PAPER 76-931]  A comparison of two lift fan propulsion conc [AIAA PAPER 76-954]  A COMPARISE GEOMETRY STRUCTURES  On the off-design operation of bypass-engine variable nozzles and turbines  AVARIABLE PITCH PROPELLERS  Aerodynamic performance of two variable-pitch stages  [ICAS PAPER 76-41]  The high-bypass-ratio variable-pitch turbofa transport aircraft propulsion  [AIAA PAPER 76-919]  The effect of helicopter main rotor blade ph and spacing on performance, blade loads, a acoustics  [NASA-CR-2737]  VARIABLE SWEEP WINGS  For modeling and analysis. I - Pilot's pract aerodynamics for variable geometry win aircraft  VERTICAL TAKEOFF AIRCRAFT  High speed aerodynamic design of an innovati V/STOL canard-wing configuration vertitakeoff IFV-12A supersonic fighter  [AIAA PAPER 76-910]  Future of VTOL and other radical concepts  Wind tunnel and ground static investigation large scale model of a lift/cruise fan V/S aircraft  [NASA-CR-137916]  Lift fan propolsion concepts study	76-45408 76-47688 76-47688 76-47688 76-46895 76-47385 76-47685 76-47685 76-47685 76-47685 76-47685 76-47685 76-47782 76-45782 76-45782 76-45782 76-45782

VIBRATION TESTS SUBJECT INDEX

VIBRATION TESTS  A new method for measuring the modal shape	s of	WIND TUNNEL MODELS Simplified sculptured-surface technique applied to
aircraft structures	S VI	wind-tunnel models
[ICAS PAPER 76-27]	A76-47373	A76-45099
VIBRATIONAL SPECTRA		WIND TUNNEL STABILITY TESTS
Low and high frequency aircraft gunfire vi Prediction and laboratory simulation	bration:	Wind tunnel test of a twin-engined canard configurated mini-remotely piloted vehicle
[AD-A023619]	N76-32601	[AD-A023359] N76-33192
VISCOUS PLOW		WIND TUNNEL TESTS
Evaluation of two swept-infinite-wing		A wind tunnel study of a circulation-controlled
potential/viscous-flow computer programs [NASA-CR-145037]	ท76 <del>-</del> 32129	elliptical airfoil [AIAA PAPER 76-933] A76-45409
VORTEX SHEETS	110 32 123	Measured pressure distributions on an airfoil with
Delta wings with leading-edge separation		oscillating jet flap
[IAF PAPER ST-76-06] VORTEX STREETS	A76-46171	A76-45760 Scale model studies of the effects of wind on
A near-wake model for the aerodynamic pres	SIITES	acoustic barrier performance
exerted on singing trailing edges		A76-45939
	A76-45469	Simulation of the effects of forward velocity on
VORTICES Noise generated wavelike eddies in a turbu	lont not	jet noise in an open circuit wind tunnel [ONERA, TP NO. 1976-6E] A76-46368
(ICAS PAPER 76-42)	A76-47386	Aeroelastic stability and control of an oblique
Abbreviated full-scale flight test investi	gation	wing - Wind tunnel experiments
of the Lockheed L1011 trailing wortex sy	stem	A76-47200
using tower fly-by technique [AD-A028095/8]	N76-33187	The art and science of modern flight testing - A personal view
VORTICITY		[ICAS PAPER 76-45] A76-47389
The effect of wake thickness on the rollin	g-up	A vectored-engine-over-wing propulsive-lift concept
process in two dimensions	A76-47379	[AIAA PAPER 76-917] A76-47684 Review of V/STOL lift/cruise fan technology
[ICAS PAPER 76-34]	A70-47373	[AIAA PAPER 76-931] A76-47686
W		Wind tunnel and ground static investigation of a
The surface or compact		large scale model of a lift/cruise fan V/STOL
WARNING SYSTEMS  Conflict detection and resolution in the		alrcraft [NASA-CR-137916] N76-32178
Netherlands ATC-system SARP II		Acoustic radiation and surface pressure
[ICAS PAPER 76-55]	A76-47399	characteristics of an airfoil due to incident
WATER EROSION		turbulence [NASA-CR-2733] N76-32974
Rain erosion characteristics of Concorde	A76-45700	[NASA-CR-2733] N76-32974 A critique of transonic aerofoil testing techniques
WATER TAKEOFF AND LANDING AIRCRAPT		[NASA-TT-P-17251] N76-33136
Practical considerations regarding		A wind tunnel study of the effects of trailing
wing-in-ground-effect aircraft [AIAA PAPER 76-878]	A76-45521	edge modifications on the lift-drag ratio of a circulation controlled airfoil
WATER VEHICLES	A70 43321	[AD-A023356] N76-33161
Evaluation of Advanced Naval Vehicles Conc		WINDSHIELDS
[AIAA PAPER 76-846] WAVE DRAG	A76-45501	Analysis of shock-absorbing concepts for bird-proof windshields of advanced Air Force
The Legendre condition in optimum problems	of	vehicles
supersonic gasdynamics	176 45400	[AD-A023621] N76-32142
WAVE INTERACTION	A76-45199	Bird impact forces in aircraft windshield design [AD-A023628] N76-32143
Wave interactions in transonic and hyperso	nic flow	Visible and near infrared spectral transmission
wing body combinations	wa.c. 2245.0	characteristics of windscreens in Army aircraft
[AD-A023189] WEAPON SYSTEMS	N76-33158	[AD-A022769] N76-33191 WING PLAPS
Application and employment of RPV's in Cen	tral	A computer program to calculate the longitudinal
Europe		aerodynamic characteristics of wing-flap
[DGLR PAPER 76-061] Design to Cost Conference, Boston, Mass.,	A76-45487	configurations with externally blown flaps [NASA-CR-2706] N76-32131
28, 1976 and Palo Alto, Calif., June 14,		WING FLOW METHOD TESTS
1976, Abridged Proceedings		Supersonic flow past a slender delta wing - An
Hat a tha	A76-45798	experimental study [ICAS PAPER 76-24] A76-47370
WEAVING Inventory of possibilities that a weaver o	ffers to	WING LOADING
radome manufacturers		Aerodynamic analysis of different flight attitudes
	A76-45699	of conventional aircraft. XVIII - Aerodynamic
WEDGE FLOW  Second-order thermal boundary-layer on a b	Instad	principles A76-45866
Aegde	Tunced	Technical and economic assessment of
·	A76-46818	span-distributed loading cargo aircraft concepts
Performance of an isolated two-dimensional		[NASA-CR-145034] N76-33186
nozzle with fixed cowl and variable wedg centerbody at Mach numbers up to 2.01	е	WING OSCILLATIONS Unsteady and steady aerodynamic forces of slender
[NASA-TN-D-8218]	N76-32134	delta wings according to Newtonian theory
WEIGHT REDUCTION		[ICAS PAPER 76-36] A76-47381
A hybrid airship concept for Naval mission [AIAA PAPER 76-923]	s A76-45400	WING PANELS  Flight certification testing for the A-7D advanced
WIND EPPECTS	270 43400	composite outer wing panel
Scale model studies of the effects of wind	on	[AIÀA PAPER 76-907] A76-45392
acoustic barrier performance	A76-45939	Evaluation study of composite reinforced wing panel construction
WIND TUNNEL APPARATUS	A 10-4J 337	[ICAS PAPER 76-08] A76-47357
Two-dimensional airfoil test facility in t	he	Influence of detected crack length at inspections
modane-avrieux S3 blowdown wind tunnel	w76_3224	on probability of fatigue failure of wing panel
[NASA-TT-F-17253]	N76-33221	[FFA-HU-1745-PT-2] N76-32583

TF-16 AIRCRAFT SUBJECT INDEX

WING PLANFORMS	
Designing the 1985 VATLIT Very Advanced Technology Light Twin for general aviation	
Paraglider wings of small conical camber in	
supersonic flow	
Advanced aerodynamics for transonic flight	A76-46892
fighter aircraft design	
[ICAS PAPER 76-12]	A76-47360
An integrated capability for the preliminar design of aeroelasticity tailored wings	r <b>y</b>
[AIAA PAPER 76-912]	A76-47682
Aerodynamic design of a Mach 2.2 supersonic aircraft	cruise
[AIAA PAPER 76-955]	A76-47689
WING PROPILES	
Computer methods in aircraft design at the Force Academy	Air
[AIAA PAPER 76-901]	A76-45388
Wing-body interference on a generalized loa	
distribution on the body due to triangula at supersonic speeds	ir Wings
[ICAS PAPER 76-23]	A76-47369
The demonstration of advanced metallic	
technologies in primary wing structure [AIAA PAPER 76-908]	A76-47681
Aerodynamic design and analysis of winglets	3
[AIAA PAPER 76-940] WING TIPS	A76-47687
Aerodynamic design and analysis of winglets	5
[AIAA PAPER 76-940]	A76-47687
WINGED VEHICLES The aerodynamic concept of hybrid airships	
	A76-45032
Recent advances in wing-in-ground effect to	chnology A76-45517
[AIAA PAPER 76-874] WINGS	A76-43317
A wing-jet interaction theory for USB confi	gurations
Upper Surface Blowing	A76-45097
WINTER	
Winter thunderstorms in Japan - A hazard to	aviation A76-47571
	47571
X	
X-24 AIRCRAFT	
X-24C research vehicle	
[NASA-CR-148832]	N76-32180
γ	
YAWING MOMENTS	
Interference effects on lateral forces and	moments
on high L/B SES arrangements [AIAA PAPER 76-859]	A76-45508
YC-14 AIRCRAFT	
YC-14 propulsion system ground rig test	A76-45396
[AIAA PAPER 76-918] YF-16 AIRCRAFT	M/0-43396
Plight test status of the fighter CCV	
[AIAA PAPER 76-884]	A76-45376

# PERSONAL AUTHOR INDEX

AERONAUTICAL ENGINEERING / A Special Bibliography (Suppl 78)

JANUARY 1977-

A76-46367

A76-45401

N76-32143

A76-47374

A76-45378

A76~47357

#### Typical Personal Author Index Listing

PERSONAL AUTHOR ANGLIN, E. L. Pree-flight model investigation of a vertical-attitude VTOL fighter with twin vertical tails [ NASA-TN-D-8089] N76-11042 NASA TITLE ACCESSION NUMBER NUMBER

Listings in this index are arranged alphabetically by personal author. The title of the document provides the user with a brief description of the subject matter The report number helps to indicate the type of document cited (e.g. NASA report translation NASA contractor report). The accession number is located beneath and to the right of the title e.g N76-11042. Under any one authors name the accession numbers are arranged in sequence with the IAA accession

numbers appearing first ADAM, V. Evaluation of a new flight path command control concept [ICAS PAPER 76-56] A76-47400 ADAMS, M. S. Experimental effects of fuselage camber on longitudinal aerodynamic characteristics of a series of wing-fuselage configurations at a Mach number of 1.41 [NASA-TM-X-3411] N76-33133 ADAMSON, A. P. Low and intermediate temperature application of composite materials to aircraft engines [AIAA PAPER 76-936] A76-45411 ADERHOLD, J. R. Prospective markets and design concepts for civilian remotely piloted aircraft [AIAA PAPER 76-939]

A76-45410 Second-order thermal boundary-layer on a blunted

wedge

Aerodynamic methodology. Bodies with tails at arbitrary roll angles (transonic and supersonic) [AD-A023425] ANGELINI, J.-J.

A new method for measuring the modal shapes of alrcraft structures
[ICAS PAPER 76-27]

A76-47373 ANTONOV, A. H.

Experimental investigation of the discrete component in the noise spectrum of supersonic jets

APITZSCH. W. Possibilities for improvements in the planning and control of maintenance processes involving

commercial aircraft A76-45862 ARBEY. H.

Evaluation of the noise emitted by a single profile encountering a wake A76-47147 ARIBILLI, R. V.

Evaluation of two swept-infinite-wing potential/viscous-flow computer programs [NASA-CR-145037] N76-32129 ARLINGER, B. G.

Analysis of two-element high lift systems in transonic flow [ICAS PAPER 76-13] A' A76-47361 ASCOUGH, J. C.
The accuracy of thrust in flight derived from engine calibrations in an altitude test facility A76-47375 [ICAS PAPER 76-30] ASHWORTH, B. R.
A seat cushion to provide realistic acceleration cues for aircraft simulators

17305113 876-3 [NASA-TH-X-73954] ATWOOD, J. L.
Pifty years of technical progress in aviation and look ahead [AIAA PAPER 76-893] A76-45380

BALAGEAS, D. Rain erosion - A serious problem for slip-cast fused silica radomes [ONERA, TP NO. 1976-98] BARBER, E. A. Parametric design and analysis of large advanced military transports
[AIAA PAPER 76-924]

BABBER, J. P.
Bird impact forces in aircraft windshield design [AD-A023628] BARBONI. R. A general approach to supersonic aeroelastic vibrations problems [ICAS PAPER 76-28] BARPIELD, A. P.

The fighter CCV program - Demonstrating new control methods for tactical aircraft [AIAA PAPER 76-889] BARTELDS, G. Evaluation study of composite reinforced wing panel construction [ICAS PAPER 76-08] BAZIN, H.

A critique of transonic aerofoil testing techniques
[NASA-TT-P-17251]
Two-dimensional airfoil test facility in the modane-avrieux S3 blowdown wind tunnel [NASA-TT-F-17253] BRAMISH, E. A.
Airline economics, whence, hither and you

N76-33136 N76-33221

A76-45789 BEISENHERZ, H. J.

deans and procedures for obtaining an adequate survival probability in the case of RPV [DGLR PAPER 76-065] A76-45488 BELOV, A. I.
Study of startup regimes of the GT-35 gas turbine installation

A76-47280 BERGSTEN, M. B.
Dump diffuser inlet program

[AD-A023404] N76-32198 BERLAND, R. Svolution of the technology of broadband radomes for supersonic aircraft

BERNARD-GUELLE, R. A critique of transonic aerofoil testing techniques [NASA-TT-F-17251] N76-3313

The development phase, design, manufacture and quality control of the MRCA-radome A76-45696

BILLINGS, W. W. AC power controllers for B-1 flight tests. Part
1: Design, development, fabrication and testing
of hybrid power controllers [AD-A022616] N76-33211

BERTRAM, H.

BINI, P. PERSONAL AUTHOR INDEX

DINI D		DDAUN 1 D	
BINI, P.  The development phase, design, manufacture	ann	BROWN, A. D.  Resume of steep gradient research at RAE Bea	lford
quality control of the MRCA-radome	unu		76-4739
games of the same services	A76-45696	BUMARSKOV, A. O.	
BISCHOFF, D. R.		Study of startup regimes of the GT-35 gas to	rbine
More effective aircraft stability and cont	rol	ınstallatıon	
flight testing through use of system			76-4728
identification technology	A76-45381	BUNIMOVICH, A. I.	
[AIAA PAPER 76-894] BJEREDE, B. E.	A70-45501	Use of generalized similarity laws in compu- the aerodynamic characteristics of	
A unified signal processor for TACAN navig	ation sets	three-dimensional bodies	
•	A76-45496		76-4490
BLAKE, W. K.		BUNKIN, F. V.	
A near-wake model for the aerodynamic pres	sures	Use of a laser energy source for the produc-	tion of
exerted on singing trailing edges	A76-45469	jet thrust	76-4786
BLAU, P. J.	A70-43409	BURCHAM, P. W., JR.	1/0-4/00
Measurements of stress corrosion cracks in		Measured noise reductions resulting from more	lified
aluminum alloy DCB specimens using an ul	trasonıc	approach procedures for business jet airc	aft
pulse-echo technique			176-3297
[AD-A023185]	N76-33328	BURNETT, J. H.	
BLISS, D. B. Data analysis and noise prediction for the	OF-1B	<pre>Puture air cargo transportation system - A    national need</pre>	
experimental fan stage	QI ID		76-4539
[NASA-CR-135066]	N 76-32971	BURTON, R. A.	
BOCK, C. C., JR.		More effective aircraft stability and control	1
B-1 flight test - Progress report		flight testing through use of system	
[AIAA PAPER 76-886]	A76-47678	identification technology	76 45 20
BON, C. B. F.		[AIAA PAPER 76-894]	76-4538
Gust load regulations	A76-47122	_	
BONGRAND, J.	N/O 4/122	G	
Simulation of the effects of forward veloc	ity on	CAMPBELL, J. F.	
jet noise in an open circuit wind tunnel		A wing-jet interaction theory for USB config	
[ONERA, TP NO. 1976-6E]	A76-46368		76-4509
BOOTSHA, P. H. Lightning protection of low density aircra	f.	CAMPBELL, T. G. The design, development, and flight test re:	n1+c
structures	1.6	of the Boeing 737 aircraft antennas for the	
[ICAS PAPER 76-58]	A76-47402	demonstration of the TRSB microwave landing	
BOUDREAU, J. A.			176-3214
Integrated flight control system design fo		CAPONE, F. J.	
[AIAA PAPER 76-941]	A76-45415	A vectored-engine-over-wing propulsive-lift	
BOWLES, J. V.	orina		176-4768
Study of a very low cost air combat maneuv trainer aircraft	ering	CAPROB, W.  Research in ground-based near-terminal area	un.
[ NASA-TM-X-73162 ]	N76-33190	quidance and control	70
BRADLEY, P. W., JR.			76-4740
The future of aeronautical transportation		CARTER, J. B.	
	A76-45790	B-1 forward radome microwave test range	
BRADLEY, R. G.	A		76-4570
A vectored-engine-over-wing propulsive-lif [AIAA PAPER 76-917]	A76-47684	CATOE, C. D. Wind tunnel test of a twin-engined canard	
BRAHWELL, A. R. S.		configurated mini-remotely piloted vehicle	•
Helicopter dynamics			176-3319
	A76-47350	CHAN, Y. Y.	
BRASSELL, B. B.		Noise generated wavelike eddies in a turbul	
History and development of a system for stall-departure improvement for the A-7	attack	[ICAS PAPER 76-42] CHANDIRAMANI, K. L.	76-4738
alreraft	actack	Data analysis and noise prediction for the	)F-1B
[AIAA PAPER 76-891]	A76-45379	experimental fan stage	
BRAYMEN, W. W.		[NASA-CR-135066]	176-3297
An integrated capability for the prelimina	ry	CHAPLIN, H. R.	
design of aeroelasticity tailored wings	A76-47682	Recent advances in wing-in-ground effect te	
[AIAA PAPER 76-912] BREILING, R. E.	A70-47002	[AIAA PAPER 76-874] CHERNOMORDIK, L. I.	76-4551
Corporate/business accident picture /USA/			
		Study of startup regimes of the GT-35 gas to	rbine
	A76-46852	Study of startup regimes of the GT-35 gas to installation	ırbıne
BRENTS, T. E.	A76-46852	ınstallatıon	irbine 176-4728
Integration of hybrid structure into low-c	ost	installation CHIKHLADZE, T. H.	76-4728
Integration of hybrid structure into low-c aircraft design: Rationale and methodol	ost og <b>y</b>	installation  CHIKHLADZE, T. H.  Investigation of the absolute stability of a	76-4728
<pre>Integration of hybrid structure into low-c aircraft design: Rationale and methodol [AD-A023416]</pre>	ost	<pre>installation  CHIKHLADZE, T. M.     Investigation of the absolute stability of a elastic aircraft during flight on course</pre>	.76-4728 .n.
Integration of hybrid structure into low-c aircraft design: Rationale and methodol [AD-A023416] BRIDGES, J. H.	ost ogy N76-33199	installation  CHIKHLADZE, T. H.  Investigation of the absolute stability of a elastic aircraft during flight on course	76-4728
<pre>Integration of hybrid structure into low-c aircraft design: Rationale and methodol [AD-A023416]</pre>	ost ogy N76-33199 ost	<pre>installation  CHIKHLADZE, T. M.     Investigation of the absolute stability of a elastic aircraft during flight on course</pre>	176-4728 In 176-4537
Integration of hybrid structure into low-c aircraft design: Rationale and methodol [AD-A023416] BRIDGES, J. H. Integration of hybrid structure into low-c	ost ogy N76-33199 ost	Installation  CHIKHLADZE, T. H.  Investigation of the absolute stability of a elastic aircraft during flight on course  CHIOU, W. C.  Visible and near infrared spectral transmiss characteristics of windscreens in Army and	176-4728 in 176-4537 sion ccraft
Integration of hybrid structure into low-c aircraft design: Rationale and methodol [AD-A023416] BRIDGES, J. H. Integration of hybrid structure into low-c aircraft design: Rationale and methodol [AD-A023416] BRISTOW, R. J.	ost ogy N76-33199 ost ogy	Installation  CHIKHLADZE, T. H.  Investigation of the absolute stability of elastic aircraft during flight on course  CHIOU, W. C.  Visible and near infrared spectral transmission characteristics of windscreens in Army air [AD-A022769]	176-4728 10 176-4537 3100
Integration of hybrid structure into low-c aircraft design: Rationale and methodol [AD-A023416] BRIDGES, J. H. Integration of hybrid structure into low-c aircraft design: Rationale and methodol [AD-A023416]	ost ogy N76-33199 ost ogy N76-33199	Installation  CHIKHLADZE, T. H.  Investigation of the absolute stability of elastic aircraft during flight on course  CHIOU, W. C.  Visible and near infrared spectral transmiss characteristics of windscreens in Army air [AD-A022769]  CICCI, P.	176-4728 110 176-4537 1300 1301 1301 1301 1301 1301 1301 13
Integration of hybrid structure into low-c aircraft design: Rationale and methodol [AD-A023416] BRIDGES, J. H. Integration of hybrid structure into low-c aircraft design: Rationale and methodol [AD-A023416] BRISTOW, R. J. Advances in engine burst containment	ost ogy N76-33199 ost ogy	Installation  CHIKHLADZE, T. H.  Investigation of the absolute stability of a elastic aircraft during flight on course  CHIOU, W. C.  Visible and near infrared spectral transmiss characteristics of windscreens in Army and [AD-A022769]  CICCI, F.  Lightning protection of low density aircraft	176-4728 110 176-4537 1300 1301 1301 1301 1301 1301 1301 13
Integration of hybrid structure into low-c aircraft design: Rationale and methodol [AD-A023416] BRIDGES, J. H. Integration of hybrid structure into low-c aircraft design: Rationale and methodol [AD-A023416] BRISTOW, R. J. Advances in engine burst containment BRITT, C. L., JR.	ost ogy N76-33199 ost ogy N76-33199	Installation  CHIKHLADZE, T. H.  Investigation of the absolute stability of elastic aircraft during flight on course  CHIOU, W. C.  Visible and near infrared spectral transmiss characteristics of windscreens in Army air [AD-A022769]  CICCI, P.  Lightning protection of low density aircraft structures	.76-4728 in .76-4537 sion ccraft .76-3319
Integration of hybrid structure into low-c aircraft design: Rationale and methodol [AD-A023416] BRIDGES, J. H. Integration of hybrid structure into low-c aircraft design: Rationale and methodol [AD-A023416] BRISTOW, R. J. Advances in engine burst containment	ost ogy N76-33199 ost ogy N76-33199	Installation  CHIKHLADZE, T. H.  Investigation of the absolute stability of elastic aircraft during flight on course  CHIOU, W. C.  Visible and near infrared spectral transmiss characteristics of windscreens in Army air [AD-A022769]  CICCI, P.  Lightning protection of low density aircraft structures	176-4728 110 176-4537 1300 1301 1301 1301 1301 1301 1301 13
Integration of hybrid structure into low-c aircraft design: Rationale and methodol [AD-A023416] BRIDGES, J. H. Integration of hybrid structure into low-c aircraft design: Rationale and methodol [AD-A023416] BRISTOW, R. J. Advances in engine burst containment BRITT, C. L., JR. Research in ground-based near-terminal are guidance and control [ICAS PAPER 76-57]	ost ogy N76-33199 ost ogy N76-33199	Installation  CHIKELADZE, T. H.  Investigation of the absolute stability of elastic aircraft during flight on course  CHIOU, W. C.  Visible and near infrared spectral transmiss characteristics of windscreens in Army and [AD-A022769]  CICCI, F.  Lightning protection of low density aircraft structures  [ICAS PAPER 76-58]  CLARKE, B.  Haintaining Concorde on the line - A look and	176-4728  176-4537  100  1076-3319  1076-4740
Integration of hybrid structure into low-c aircraft design: Rationale and methodol (AD-A023416)  BRIDGES, J. H.  Integration of hybrid structure into low-c aircraft design: Rationale and methodol (AD-A023416)  BRISTOW, R. J. Advances in engine burst containment  BRITT, C. L., JR. Research in ground-based near-terminal are guidance and control (ICAS PAPER 76-57)  BROCHIER, J.	ost ogy N76-33199 ost ogy N76-33199 N76-32184 a 4D	Installation  CHIKHLADZE, T. H.  Investigation of the absolute stability of elastic aircraft during flight on course  CHIOU, W. C.  Visible and near infrared spectral transmiss characteristics of windscreens in Army and [AD-A022769]  CICCI, F.  Lightning protection of low density aircraft structures [ICAS PAPER 76-58]  CLARKE, B.  Haintaining Concorde on the line - A look at British Airways and Air France	176-4728  176-4537  100  176-3319  176-4740
Integration of hybrid structure into low-c aircraft design: Rationale and methodol [AD-A023416] BRIDGES, J. H. Integration of hybrid structure into low-c aircraft design: Rationale and methodol [AD-A023416] BRISTOW, B. J. Advances in engine burst containment BRITT, C. L., JR. Research in ground-based near-terminal are guidance and control [ICAS PAPER 76-57] BROCHIER, J. Inventory of possibilities that a weaver of	ost ogy N76-33199 ost ogy N76-33199 N76-32184 a 4D	Installation  CHIKHLADZE, T. H.  Investigation of the absolute stability of a elastic aircraft during flight on course  CHIOU, W. C.  Visible and near infrared spectral transmiss characteristics of windscreens in Army and [AD-A022769]  CICCI, P.  Lightning protection of low density aircraft structures  [ICAS PAPER 76-58]  CLARKE, B.  Haintaining Concorde on the line - A look at British Airways and Air France	176-4728  176-4537  100  1076-3319  1076-4740
Integration of hybrid structure into low-c aircraft design: Rationale and methodol (AD-A023416)  BRIDGES, J. H.  Integration of hybrid structure into low-c aircraft design: Rationale and methodol (AD-A023416)  BRISTOW, R. J. Advances in engine burst containment  BRITT, C. L., JR. Research in ground-based near-terminal are guidance and control (ICAS PAPER 76-57)  BROCHIER, J.	ost ogy N76-33199 ost ogy N76-33199 N76-32184 a 4D A76-47401 ffers to	Installation  CHIKELADZE, T. H.  Investigation of the absolute stability of elastic aircraft during flight on course  CHIOU, W. C.  Visible and near infrared spectral transmiss characteristics of windscreens in Army and [AD-A022769]  CICCI, F.  Lightning protection of low density aircraft structures [ICAS PAPER 76-58]  CLARKE, B.  Haintaining Concorde on the line - A look at British Airways and Air France  COLLUB, R. O.	176-4728  10 176-4537  10 176-3319  10 176-4740  10 176-4675
Integration of hybrid structure into low-c aircraft design: Rationale and methodol (AD-A023416)  BRIDGES, J. H.  Integration of hybrid structure into low-c aircraft design: Rationale and methodol (AD-A023416)  BRISTOW, R. J. Advances in engine burst containment  BRITT, C. L., JR. Research in ground-based near-terminal are guidance and control (ICAS PAPER 76-57)  BROCHIER, J.  Inventory of possibilities that a weaver o radome manufacturers	ost ogy N76-33199 ost ogy N76-33199 N76-32184 a 4D	Installation  CHIKHLADZE, T. H.  Investigation of the absolute stability of elastic aircraft during flight on course  CHIOU, W. C.  Visible and near infrared spectral transmiss characteristics of windscreens in Army air [AD-A022769]  CICCI, P.  Lightning protection of low density aircraft structures [ICAS PAPER 76-58]  CLARKE, B.  Haintaining Concorde on the line - A look at British Airways and Air France  COLLUH, R. O. Evaluation of the bird-aircraft strike hazar	176-4728  10 176-4537  10 176-3319  10 176-4740  10 176-4675
Integration of hybrid structure into low-c aircraft design: Rationale and methodol [AD-A023416] BRIDGES, J. H. Integration of hybrid structure into low-c aircraft design: Rationale and methodol [AD-A023416] BRISTOW, B. J. Advances in engine burst containment BRITT, C. L., JR. Research in ground-based near-terminal are guidance and control [ICAS PAPER 76-57] BROCHIER, J. Inventory of possibilities that a weaver of	ost ogy N76-33199 ost ogy N76-33199 N76-32184 a 4D A76-47401 ffers to A76-45699	Installation  CHIKELADZE, T. H.  Investigation of the absolute stability of a elastic aircraft during flight on course  CHIOU, W. C.  Visible and near infrared spectral transmiss characteristics of windscreens in Army and [AD-A022769]  CICCI, P.  Lightning protection of low density aircraft structures [ICAS PAPER 76-58]  CLARKE, B.  Haintaining Concorde on the line - A look at British Airways and Air France  COLLUM, R. O.  Evaluation of the bird-aircraft strike hazar Seymour Johnson APB, North Carolina	176-4728  10 176-4537  10 176-3319  10 176-4740  10 176-4675

PARRELL, J. L. PERSONAL AUTHOR INDEX

		DTPPHAD J B	
COMTE-BELLOT, G. Evaluation of the noise emitted by a single	.e	DITTEAR, J. A. Effects of long-chord acoustically treated	stator
profile encountering a wake		vanes on fan noise. 2: Effect of acous	
COMLY, J. P.	A76-47147	treatment [NASA-TN-D-8250]	N76-33206
Acoustic characteristics of interacting su	personic	DODS, J. B., JR.	55240
jets	A76-44765	The effects of blowing over various trails	ng-edge
CONNER, W.	A/6-44/65	flaps on an NACA 0006 airfoil section, comparisons with various types of flaps	on other
Passenger ride comfort technology for tran	sport	airfoil sections, and an analysis of flo	
aircraft situations [NASA-TM-X-73953]	N76-33134	power relationships for blowing systems [NASA-TN-D-8293]	N76-32133
COOK, T.	33 (3 .	DOLLYHIGH, S. M.	
The development phase, design, manufacture	and	Experimental effects of fuselage camber on	
quality control of the MRCA-radome	A76-45696	longitudinal aerodynamic characteristics series of wing-fuselage configurations a	
COOLS, J. J.		number of 1.41	
Evaluation study of composite reinforced water panel construction	ing	[NASA-TM-X-3411] DRANE, D. A.	N76-33133
[ICAS PAPER 76-08]	A76-47357	Measurements in low-speed flow of unsteady	
CORNERY, G.		pressure distributions on a rectangular	wing
Towards a second generation of supersonic	A76-45778	<pre>with an oscillating control surface [ARC-R/M-3763]</pre>	N76-33149
COSENZA, C. J.	_	DUBINSKII, A. V.	
The AFTI concept - A new approach to techn transition	nology	Use of generalized similarity laws in comp the aerodynamic characteristics of	uting
[AIAA PAPER 76-888]	A76-45377	three-dimensional bodies	
COX, W. R.	. Do-A	DUHL, D. H.	A76-44909
Gas turbine transpiration cooling research 1: An experimental study of turbine airf		Directional structures for advanced aircra	ft
wakes as influenced by upstream nozzle w	anes	turbine blades	
[AD-A023445] CREDEUR, L.	N76-32193	[AIAA PAPER 76-938] DWYER, H. A.	A76-45413
Research in ground-based near-terminal are	ea 4D	Magnus forces on spinning supersonic cones	. Part
guidance and control	A76-47401	2: The inviscid flow [AD-A022670]	N76-32135
[ICAS PAPER 76-57]	A/5-4/401	[ ND-N022070 ]	1110-32 133
n		F	
DAHHAH, L. H.		EADS, G. C.	
Plight test development and evaluation of		Governmental regulation	176 05707
multimode digital flight control system [AIAA PAPER 76-927]	1n an A-70 A76-45404	EARL, T. D.	A76-45787
DAVIDSON, C. D.		Tests of the Bell Aerospace LA-4 ACLS fitt	
Advances in engine burst containment	N76-32184	suction braking and predictions for othe [AD-A023850]	r alrcraft N76-33200
DAVIS, C. M.	11.0 32.10		
		BBERLE, A.	
Research in ground-based near-terminal are	ea 4D	Advanced aerodynamics for transonic flight	
Research in ground-based near-terminal are guidance and control	ea 4D A76-47401	Advanced aerodynamics for transonic flight [ICAS PAPER 76-12]	A76-47360
Research in ground-based near-terminal are guidance and control [ICAS PAPER 76-57] DBCKER, K. D.	A76-47401	Advanced aerodynamics for transonic flight [ICAS PAPER 76-12] EDGINGTON, W. A. Computer methods in aircraft design at the	A76-47360
Research in ground-based near-terminal are guidance and control [ICAS PAPER 76-57] DBCKER, K. D. Hydroxsystem - A hydrogen-propulsion syste	A76-47401	Advanced aerodynamics for transonic flight [ICAS PAPER 76-12] EDGINGTON, W. A. Computer methods in aircraft design at the Force Academy	A76-47360
Research in ground-based near-terminal are guidance and control [ICAS PAPER 76-57] DBCKER, K. D.	A76-47401	Advanced aerodynamics for transonic flight [ICAS PAPER 76-12] EDGINGTON, W. A. Computer methods in aircraft design at the Force Academy [AIAA PAPER 76-901] EGGWERTZ, S.	A76-47360 Alf A76-45388
Research in ground-based near-terminal are guidance and control [ICAS PAPER 76-57] DECKER, K. D. Hydroxsystem - A hydrogen-propulsion syste airships DEHART, J. H.	A76-47401 em for A76-45030	Advanced aerodynamics for transonic flight [ICAS PAPER 76-12]  EDGINGTON, W. A.  Computer methods in aircraft design at the Force Academy [AIAA PAPER 76-901]  EGGUERTZ, S.  Influence of detected crack length at insp	A76-47360 Alr A76-45388 ections
Research in ground-based near-terminal are guidance and control [ICAS PAPER 76-57]  DECKER, K. D.  Hydroxsystem - A hydrogen-propulsion syste airships  DEHART, J. H.  High speed aerodynamic design of an innova	A76-47401 em for A76-45030	Advanced aerodynamics for transonic flight [ICAS PAPER 76-12] EDGINGTON, W. A. Computer methods in aircraft design at the Force Academy [AIAA PAPER 76-901] EGGWERTZ, S.	A76-47360 Alr A76-45388 ections
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Research in ground-based near-terminal are guidance and control [ICAS PAPER 76-57]  DECKER, K. D.  Hydroxsystem - A hydrogen-propulsion system airships  DEHART, J. H.  High speed aerodynamic design of an innovative v/STOL canard-wing configuration [AIAA PAPER 76-910]  DEHART, R. C.  Energy-absorbing materials for improving helicopter crash worthiness	A76-47401 em for A76-45030 etive A76-45394	Advanced aerodynamics for transonic flight [ICAS PAPER 76-12]  EDGINGTON, W. A.  Computer methods in aircraft design at the Force Academy [AIAA PAPER 76-901]  EGGUERTZ, S.  Influence of detected crack length at insp on probability of fatigue failure of win [FFA-HU-1745-PT-2]  ELDRED, K. M.  Overview of noise  ELLIOTT, R. A.	A76-47360 A1r A76-45388 ections g panel N76-32583
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Research in ground-based near-terminal are guidance and control [ICAS PAPER 76-57]  DECKER, K. D.  Hydroxsystem - A hydrogen-propulsion system airships  DEHART, J. H.  High speed aerodynamic design of an innovative v/STOL canard-wing configuration [AIAA PAPER 76-910]  DEHART, R. C.  Energy-absorbing materials for improving helicopter crash worthiness [AD-A023006]  DEICH, M. B.  Investigation of unsteady wave structure in the st	A76-47401 em for A76-45030 etive A76-45394 N76-33197	Advanced aerodynamics for transonic flight [ICAS PAPER 76-12]  EDGINGTON, W. A.  Computer methods in aircraft design at the Force Academy [AIAA PAPER 76-901]  EGGUERTZ, S.  Influence of detected crack length at insp on probability of fatigue failure of win [FPA-HU-1745-PT-2]  ELDRED, K. M.  Overview of noise  ELLIOTT, R. A. Flight evaluation of a digital data broade technique as an aid to area navigation of [AIAA PAPER 76-928]	A76-47360 A1r A76-45388 ections g panel N76-32583 A76-45793
Research in ground-based near-terminal are guidance and control [ICAS PAPER 76-57]  DECKER, K. D. Hydrogen-propulsion system airships  DEHART, J. H. High speed aerodynamic design of an innoval V/STOL canard-wing configuration [AIAA PAPER 76-910]  DEHART, E. C. Energy-absorbing materials for improving helicopter crashworthiness [AD-A023006]  DEICH, M. B.	A76-47401 em for A76-45030 etive A76-45394 N76-33197	Advanced aerodynamics for transonic flight [ICAS PAPER 76-12]  EDGINGTON, W. A.  Computer methods in aircraft design at the Force Academy [AIAA PAPER 76-901]  EGGUERTZ, S.  Influence of detected crack length at insp on probability of fatigue failure of win [FFA-HU-1745-PT-2]  ELDRED, K. M.  Overview of noise  ELLIOTT, R. A.  Flight evaluation of a digital data broaded technique as an aid to area navigation of [AIAA PAPER 76-928]  ELLIS, J. R.	A76-47360 A1r A76-45388 ections g panel N76-32583 A76-45793 ast perations
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Research in ground-based near-terminal are guidance and control [ICAS PAPER 76-57]  DECKER, K. D. Hydroxsystem - A hydrogen-propulsion system airships  DEHART, J. H. High speed aerodynamic design of an innoval v/STOL canard-wing configuration [AIAA PAPER 76-910]  DEHART, E. C. Energy-absorbing materials for improving helicopter crashworthiness [AD-A023006]  DEICH, M. E. Investigation of unsteady wave structure in turbine nozzle blade cascades  DEJOHCKHEEBE, R. K. An analytic and experimental study of the of splitter plate position on the trailing and experimental study of the of splitter plate position on the trailing and experimental study of the of splitter plate position on the trailing and experimental study of the of splitter plate position on the trailing and experimental study of the of splitter plate position on the trailing are supplied to the superimental study of the of splitter plate position on the trailing are superimental study of the superimental stu	A76-47401 em for A76-45030 etive A76-45394 N76-33197 en A76-46723	Advanced aerodynamics for transonic flight [ICAS PAPER 76-12]  EDGINGTON, W. A.  Computer methods in aircraft design at the Force Academy [AIAA PAPER 76-901]  EGGWERTZ, S.  Influence of detected crack length at insponent on probability of fatigue failure of win [FFA-HU-1745-PT-2]  ELDRED, R. M.  Overview of noise  ELLIOTT, R. A.  Flight evaluation of a digital data broaded technique as an aid to area navigation of [AIAA PAPER 76-928]  ELLIS, J. R.  The demonstration of advanced metallic technologies in primary wing structure [AIAA PAPER 76-908]  EUDAILY, R. R.	A76-47360 A1r A76-45388 ections g panel N76-32583 A76-45793 ast perations A76-45405
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Research in ground-based near-terminal are guidance and control [ICAS PAPER 76-57]  DECKER, K. D.  Hydroxsystem - A hydrogen-propulsion system airships  DEHART, J. H.  High speed aerodynamic design of an innovative version of an innovative version of a line version of allah PAPER 76-910]  DEHART, B. C.  Energy-absorbing materials for improving helicopter crashworthiness [AD-A023006]  DEICH, M. B.  Investigation of unsteady wave structure in turbine nozzle blade cascades  DEJOEKHEERE, R. K.  An analytic and experimental study of the of splitter plate position on the trails modifications of a cambered circulation controlled elliptical airfoil [AD-A023354]	A76-47401 em for A76-45030 etive A76-45394 N76-33197 en A76-46723	Advanced aerodynamics for transonic flight [ICAS PAPER 76-12]  EDGINGTON, W. A.  Computer methods in aircraft design at the Force Academy [AIAA PAPER 76-901]  EGGWERTZ, S.  Influence of detected crack length at inspon probability of fatigue failure of win [FFA-HU-1745-PT-2]  ELDRED, K. M.  Overview of noise  ELLIOTT, R. A.  Plight evaluation of a digital data broadd technique as an aid to area navigation of [AIAA PAPER 76-928]  ELLIS, J. R.  The demonstration of advanced metallic technologies in primary wing structure [AIAA PAPER 76-908]  EUDAILY, R. B.  Technical and economic assessment of	A76-47360 Air A76-45388 ections g panel N76-32583 A76-45793 ast perations A76-45405
Research in ground-based near-terminal are guidance and control [ICAS PAPER 76-57]  DECKER, K. D.  Hydroxsystem - A hydrogen-propulsion system airships  DEHART, J. H.  High speed aerodynamic design of an innovative v/STOL canard-wing configuration [AIAA PAPER 76-910]  DEHART, E. C.  Energy-absorbing materials for improving helicopter crashworthiness [AD-A023006]  DEICH, H. E.  Investigation of unsteady wave structure in turbine nozzle blade cascades  DEJOBCKHEERE, R. K.  An analytic and experimental study of the of splitter plate position on the trails modifications of a cambered circulation controlled elliptical airfoil [AD-A023354]  DEJOBG, R.	A76-47401 em for A76-45030 etive A76-45394 N76-33197 In A76-46723 effects ing edge N76-33163	Advanced aerodynamics for transonic flight [ICAS PAPER 76-12]  EDGINGTON, W. A.  Computer methods in aircraft design at the Force Academy [AIAA PAPER 76-901]  EGGWERTZ, S.  Influence of detected crack length at insponent on probability of fatigue failure of win [FFA-HU-1745-PT-2]  ELDRED, K. M.  Overview of noise  ELLIOTT, R. A.  Flight evaluation of a digital data broaded technique as an aid to area navigation of [AIAA PAPER 76-928]  ELLIS, J. R.  The demonstration of advanced metallic technologies in primary wing structure [AIAA PAPER 76-908]  EUDAILY, R. R.  Technical and economic assessment of span-distributed loading cargo aircraft [NASA-CR-145034]	A76-47360 A1r A76-45388 ections g panel N76-32583 A76-45793 ast perations A76-45405 A76-47681 concepts
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Research in ground-based near-terminal are guidance and control [ICAS PAPER 76-57]  DECKER, K. D. Hydroxsystem - A hydrogen-propulsion syste airships  DEHART, J. H. High speed aerodynamic design of an innoval v/STOL canard-wing configuration [AIAA PAPER 76-910]  DEHART, R. C. Energy-absorbing materials for improving helicopter crashworthiness [AD-A023006]  DEICH, M. E. Investigation of unsteady wave structure inturbine nozzle blade cascades  DEJOHCKHEREE, R. K. An analytic and experimental study of the of splitter plate position on the trails modifications of a cambered circulation controlled elliptical airfoil [AD-A023354]  DEJOHG, R. Scale model studies of the effects of wind	A76-47401 em for A76-45030 etive A76-45394 N76-33197 en A76-46723 effects eng edge N76-33163	Advanced aerodynamics for transonic flight [ICAS PAPER 76-12]  EDGINGTON, W. A.  Computer methods in aircraft design at the Force Academy [AIAA PAPER 76-901]  EGGWERTZ, S.  Influence of detected crack length at inspon on probability of fatigue failure of win [FFA-HU-1745-PT-2]  ELDRED, K. M.  Overview of noise  ELLIOTT, R. A.  Flight evaluation of a digital data broaded technique as an aid to area navigation of [AIAA PAPER 76-928]  ELLIS, J. R.  The demonstration of advanced metallic technologies in primary wing structure [AIAA PAPER 76-908]  EUDAILY, R. R.  Technical and economic assessment of span-distributed loading cargo aircraft [NASA-CR-145034]  FANG-LANDAU, S. R.  Impact of composite plates: Analysis of sand forces	A76-47360 Air A76-45388 ections g panel N76-32583 A76-45793 ast perations A76-45405 A76-47681 concepts N76-33186
Research in ground-based near-terminal are guidance and control [ICAS PAPER 76-57]  DBCKER, K. D. Hydroxsystem - A hydrogen-propulsion system airships  DBHART, J. H. High speed aerodynamic design of an innoval v/STOL canard-wing configuration [AIAA PAPER 76-910]  DBHART, E. C. Energy-absorbing materials for improving helicopter crashworthiness [AD-A023006]  DBICH, M. B. Investigation of unsteady wave structure in turbine mozzle blade cascades  DBJOBCKHERBER, R. K. An analytic and experimental study of the of splitter plate position on the trail modifications of a cambered circulation controlled elliptical airfoil [AD-A023354]  DBJOBG, R. Scale model studies of the effects of wind acoustic barrier performance  DBUBIUG, R. H. Trends in engine design	A76-47401 em for A76-45030 etave A76-45394 N76-33197 effects effects eng edge N76-33163 en A76-45939 A76-46279	Advanced aerodynamics for transonic flight [ICAS PAPER 76-12]  EDGINGTON, W. A.  Computer methods in aircraft design at the Force Academy [AIAA PAPER 76-901]  EGGUERTZ, S.  Influence of detected crack length at inspon probability of fatigue failure of win [FFA-HU-1745-PT-2]  ELDRED, K. M.  Overview of noise  ELLIOTT, R. A.  Plight evaluation of a digital data broaded technique as an aid to area navigation of [AIAA PAPER 76-928]  ELLIS, J. R.  The demonstration of advanced metallic technologies in primary wing structure [AIAA PAPER 76-908]  EUDAILY, R. R.  Technical and economic assessment of span-distributed loading cargo aircraft [NASA-CR-145034]  FANG-LANDAU, S. R.  Impact of composite plates: Analysis of sand forces [NASA-CR-134999]	A76-47360 A1r A76-45388 ections g panel N76-32583 A76-45793 ast perations A76-45405 A76-47681 concepts N76-33186
Research in ground-based near-terminal are guidance and control [ICAS PAPER 76-57]  DECKER, K. D. Hydroxsystem - A hydrogen-propulsion syste airships  DEHART, J. H. High speed aerodynamic design of an innoval v/STOL canard-wing configuration [AIAA PAPER 76-910]  DEHART, R. C. Energy-absorbing materials for improving helicopter crashworthiness [AD-A023006]  DEICH, M. B. Investigation of unsteady wave structure inturbine nozzle blade cascades  DEJOBCKHEEBE, R. K. An analytic and experimental study of the of splitter plate position on the trails modifications of a cambered circulation controlled elliptical airfoil [AD-A023354]  DEJOBG, R. Scale model studies of the effects of wind acoustic barrier performance	A76-47401 em for A76-45030 etave A76-45394 N76-33197 effects effects eng edge N76-33163 en A76-45939 A76-46279	Advanced aerodynamics for transonic flight [ICAS PAPER 76-12]  EDGINGTON, W. A.  Computer methods in aircraft design at the Force Academy [AIAA PAPER 76-901]  EGGWERTZ, S.  Influence of detected crack length at inspon on probability of fatigue failure of win [FFA-HU-1745-PT-2]  ELDRED, K. M.  Overview of noise  ELLIOTT, R. A.  Flight evaluation of a digital data broaded technique as an aid to area navigation of [AIAA PAPER 76-928]  ELLIS, J. R.  The demonstration of advanced metallic technologies in primary wing structure [AIAA PAPER 76-908]  EUDAILY, R. R.  Technical and economic assessment of span-distributed loading cargo aircraft [NASA-CR-145034]  FANG-LANDAU, S. R.  Impact of composite plates: Analysis of sand forces	A76-47360 Air A76-45388 ections g panel N76-32583 A76-45793 ast perations A76-45405 A76-47681 concepts N76-33186
Research in ground-based near-terminal are guidance and control [ICAS PAPER 76-57]  DECKER, K. D. Hydroxsystem - A hydrogen-propulsion systet airships  DEHART, J. H. High speed aerodynamic design of an innovative value of the series of the	A76-47401 em for A76-45030 etave A76-45394 N76-33197 effects effects eng edge N76-33163 en A76-45939 A76-46279	Advanced aerodynamics for transonic flight [ICAS PAPER 76-12]  EDGINGTON, W. A.  Computer methods in aircraft design at the Force Academy [AIAA PAPER 76-901]  EGGUERTZ, S.  Influence of detected crack length at inspon on probability of fatigue failure of win [FFA-HU-1745-PT-2]  ELDRED, K. M.  Overview of noise  ELLIOTT, R. A.  Flight evaluation of a digital data broaded technique as an aid to area navigation of [AIAA PAPER 76-928]  ELLIS, J. R.  The demonstration of advanced metallic technologies in primary wing structure [AIAA PAPER 76-908]  EUDILLY, R. R.  Technical and economic assessment of span-distributed loading cargo aircraft [NASA-CR-145034]  FANG-LANDAU, S. R.  Impact of composite plates: Analysis of sand forces [NASA-CR-134999]  FARBER, B. T.  Technical and economic assessment of span-distributed loading cargo aircraft	A76-47360 A1r A76-45388 ections g panel N76-32583 A76-45793 ast perations A76-47681 concepts N76-33186 tresses N76-32251 concepts
Research in ground-based near-terminal are guidance and control [ICAS PAPER 76-57]  DECKER, K. D. Hydroxsystem - A hydrogen-propulsion system airships  DEHART, J. H. High speed aerodynamic design of an innovative version of the serious version on the trail of the serious version versi	A76-47401 em for A76-45030 etive A76-45394 N76-33197 en A76-46723 effects eng edge N76-33163 on A76-45939 A76-46279 I -	Advanced aerodynamics for transonic flight [ICAS PAPER 76-12]  EDGINGTON, W. A.  Computer methods in aircraft design at the Force Academy [AIAA PAPER 76-901]  EGGURRIZ, S.  Influence of detected crack length at insp on probability of fatigue failure of win [FFA-HU-1745-PT-2]  ELDRED, K. M.  Overview of noise  ELLIOTT, R. A.  Flight evaluation of a digital data broaded technique as an aid to area navigation of [AIAA PAPER 76-928]  ELLIS, J. R.  The demonstration of advanced metallic technologies in primary wing structure [AIAA PAPER 76-908]  BUDAILY, R. R.  Technical and economic assessment of span-distributed loading cargo aircraft [NASA-CR-145034]  FANG-LANDAU, S. R.  Impact of composite plates: Analysis of sand forces [NASA-CR-134999]  FARMER, B. T.  Technical and economic assessment of span-distributed loading cargo aircraft [NASA-CR-134999]	A76-47360 Air A76-45388 ections g panel N76-32583 A76-45793 ast perations A76-45405 A76-47681 concepts N76-33186
Research in ground-based near-terminal are guidance and control [ICAS PAPER 76-57]  DECKER, K. D. Hydroxsystem - A hydrogen-propulsion syste airships  DEHART, J. H. High speed aerodynamic design of an innoval V/STOL canard-wing configuration [AIAA PAPER 76-910]  DEHART, E. C. Energy-absorbing materials for improving helicopter crashworthiness [AD-A023006]  DEICH, M. E. Investigation of unsteady wave structure in turbine nozzle blade cascades  DEJONCKHEERE, R. K. An analytic and experimental study of the of splitter plate position on the trailing modifications of a cambered circulation controlled elliptical airfoil [AD-A023354]  DEJONG, R. Scale model studies of the effects of wind acoustic barrier performance  DENDING, R. H. Trends in engine design  Puture trends in aero gas turbine design. Conventional engines  DIETZ, C. G. Optimum design of composite primary struct aircraft components	A76-47401 em for A76-45030 attive A76-45394 N76-33197 an A76-46723 effects ang edge N76-33163 on A76-45939 A76-45939 I - A76-47847	Advanced aerodynamics for transonic flight [ICAS PAPER 76-12]  EDGINGTON, W. A.  Computer methods in aircraft design at the Force Academy [AIAA PAPER 76-901]  EGGUERTZ, S.  Influence of detected crack length at inspon on probability of fatigue failure of win [FFA-HU-1745-PT-2]  ELDRED, K. M.  Overview of noise  ELLIOTT, R. A.  Flight evaluation of a digital data broaded technique as an aid to area navigation of [AIAA PAPER 76-928]  ELLIS, J. R.  The demonstration of advanced metallic technologies in primary wing structure [AIAA PAPER 76-908]  EUDILLY, R. R.  Technical and economic assessment of span-distributed loading cargo aircraft [NASA-CR-145034]  FANG-LANDAU, S. R.  Impact of composite plates: Analysis of sand forces [NASA-CR-134999]  FARBER, B. T.  Technical and economic assessment of span-distributed loading cargo aircraft	A76-47360 A1r A76-45388 ections g panel N76-32583 A76-45793 ast perations A76-47681 concepts N76-33186 tresses N76-32251 concepts N76-33186
Research in ground-based near-terminal are guidance and control [ICAS PAPER 76-57]  DECKER, K. D. Hydroxsystem - A hydrogen-propulsion system airships  DEHART, J. H. High speed aerodynamic design of an innoval v/STOL canard-wing configuration [AIAA PAPER 76-910]  DEHART, B. C. Energy-absorbing materials for improving helicopter crashworthiness [AD-A023006]  DEICH, M. H. Investigation of unsteady wave structure inturbine nozzle blade cascades  DEJOHCKHEERE, R. K. An analytic and experimental study of the of splitter plate position on the trailing modifications of a cambered circulation controlled elliptical airfoil [AD-A023354]  DEJOHC, R. Scale model studies of the effects of wind acoustic barrier performance  DEMBING, R. H. Trends in engine design  Puture trends in aero gas turbine design. Conventional engines  DIETE, C. G. Optimum design of composite primary struct	A76-47401 em for A76-45030 etive A76-45394 N76-33197 en A76-46723 effects eng edge N76-33163 on A76-45939 A76-46279 I -	Advanced aerodynamics for transonic flight [ICAS PAPER 76-12]  EDGINGTON, W. A.  Computer methods in aircraft design at the Force Academy [AIAA PAPER 76-901]  EGGWERTZ, S.  Influence of detected crack length at inspon on probability of fatigue failure of win [FFA-HU-1745-PT-2]  ELDRED, K. M.  Overview of noise  ELLIOTT, R. A.  Flight evaluation of a digital data broaded technique as an aid to area navigation of [AIAA PAPER 76-928]  ELLIS, J. R.  The demonstration of advanced metallic technologies in primary wing structure [AIAA PAPER 76-908]  EUDAILY, R. R.  Technical and economic assessment of span-distributed loading cargo aircraft [NASA-CR-145034]  FANG-LANDAU, S. R.  Impact of composite plates: Analysis of sand forces [NASA-CR-134999]  PARRER, B. T.  Technical and economic assessment of span-distributed loading cargo aircraft [NASA-CR-145034]	A76-47360 A1r A76-45388 ections g panel N76-32583 A76-45793 ast perations A76-47681 concepts N76-33186 tresses N76-32251 concepts
Research in ground-based near-terminal are guidance and control [ICAS PAPER 76-57]  DECKER, K. D. Hydroxsystem - A hydrogen-propulsion syste airships  DEHART, J. H. High speed aerodynamic design of an innoval V/STOL canard-wing configuration [AIAA PAPER 76-910]  DEHART, E. C. Energy-absorbing materials for improving helicopter crashworthiness [AD-A023006]  DEICH, M. E. Investigation of unsteady wave structure in turbine nozzle blade cascades  DEJONCKHEERE, R. K. An analytic and experimental study of the of splitter plate position on the trailing modifications of a cambered circulation controlled elliptical airfoil [AD-A023354]  DEJONG, R. Scale model studies of the effects of wind acoustic barrier performance  DENDING, R. H. Trends in engine design  Puture trends in aero gas turbine design. Conventional engines  DIETZ, C. G. Optimum design of composite primary struct aircraft components	A76-47401 em for A76-45030 attive A76-45394 N76-33197 an A76-46723 effects ang edge N76-33163 on A76-45939 A76-45939 I - A76-47847	Advanced aerodynamics for transonic flight [ICAS PAPER 76-12]  EDGINGTON, W. A.  Computer methods in aircraft design at the Force Academy [AIAA PAPER 76-901]  EGGWERTZ, S.  Influence of detected crack length at inspon on probability of fatigue failure of win [FFA-HU-1745-PT-2]  ELDRED, K. M.  Overview of noise  ELLIOTT, R. A.  Flight evaluation of a digital data broaded technique as an aid to area navigation of [AIAA PAPER 76-928]  ELLIS, J. R.  The demonstration of advanced metallic technologies in primary wing structure [AIAA PAPER 76-908]  EUDAILY, R. R.  Technical and economic assessment of span-distributed loading cargo aircraft [NASA-CR-145034]  FANG-LANDAU, S. R.  Impact of composite plates: Analysis of sand forces [NASA-CR-134999]  PARRER, B. T.  Technical and economic assessment of span-distributed loading cargo aircraft [NASA-CR-145034]	A76-47360 A1r A76-45388 ections g panel N76-32583 A76-45793 ast perations A76-47681 concepts N76-33186 tresses N76-32251 concepts N76-33186

FEDOROV, A. V.	GREGORY, D. P.
The Legendre condition in optimum problems of	Hydrogen energy technology - Update 1976
supersonic gasdynamics	176-45242
A76-45199	
FERRI, A. Goals for a future SST	Prospective markets and design concepts for civilian remotely piloted aircraft
A76-45780	
FISHBRYE, B. D.	GRIFFITH, W. M.
Choice of compressor pressure ratio of small gas	Measurements of stress corrosion cracks in
turbines placed in a bypass engine duct [NASA-TT-P-17280] N76-33207	aluminum alloy DCB specimens using an ultrasonic
PLAKSHAH, IA. SH.	pulse-echo technique [AD-A023185] #76-33328
Generation of free-molecular flow for special	GROBECKER, A. J.
aerodynamics research	Climatic impact assessment program - Conclusions
PRANCHI, J. A76-46974	· - · · · · · · · · · · · · · · · · · ·
Operational experience on Concorde	[ICAS PAPER 76-59] A76-47403 GRUSZCZYHSKI, E.
[ICAS PAPER 76-44] A76-47388	
FRANKE, M. B.	blading in Lis type engines
A wind tunnel study of a circulation-controlled elliptical airfoil	GUROV, S. V.
[AIAA PAPER 76-933] A76-45409	
FRESKE, G.	situated in high-speed flow
Acoustic characteristics of interacting supersonic	A76-46989
jets A76-44765	
PRIEDRICH, O.	·
Tornado - An advanced STOL fighter-bomber design	HADCOCK, R. H.
[ICAS PAPER 76-51] A76-47395	
FYALL, A. A. Rain erosion characteristics of Concorde	alrcraft
A76-45700	[ICAS PAPER 76-09] A76-47358 HAIT, T. A.
***	Central Integrated Test Sub System P101 engine in
•	B-1 aircraft
CALLENGAGE D #	[AIAA PAPER 76-944] A76-45418
GALLINGTON, R. W.  Recent advances in Wing-in-ground effect technology	HALLSTAFF, T. H. Transonic pressure measurements and comparison of
[AIAA PAPER 76-874] A76-45517	
GANGWANI, S. T.	configuration
The effect of helicopter main rotor blade phasing and spacing on performance, blade loads, and	[NASA-CR-2610] N76-32132
and spacing on performance, brade roads, and acoustics	HAMED, A.  Dynamics and erosion study of solid particles in a
[NASA-CR-2737] N76-32124	
GARODZ, L. J.	A76-45143
Abbreviated full-scale flight test investigation	HAMMERSLEY, E. J.
of the Lockheed L1011 trailing vortex system using tower fly-by technique	Corrosion in airframes, power plants and associated aircraft equipment
[AD-A028095/8] N76-33187	
GASPAROVIC, N.	HAN, L. S.
The turbofan jet engine at optimal and nonoptimal	Gas turbine transpiration cooling research. Part
design A76-45868	1: An experimental study of turbine airfoil wakes as influenced by upstream nozzle vanes
GEREND, R. P.	[AD-A023445] N76-32193
Opportunities for future improvements in aircraft	HANDLER, E. H.
noise [ICAS PAPER 76-50] A76-47394	Practical considerations regarding
[ICAS PAPER 76-50] A76-47394 GERSTLE, J. H.	wing-in-ground-effect aircraft [A]AA PAPER 76-878] A76-45521
Advances in engine burst containment	HARMS, G.
N 76-32184	
GIBSON, J. S.	Europe
New developments in blown flap noise technology [ICAS PAPER 76-47393	[DGLR PAPER 76-061] A76-45487 HARPER, M.
GILBERT, E. G.	A hybrid airship concept for Naval missions
Periodic control and the optimality of aircraft	[AIAA PAPER 76-9231 A76-45400
cruise	HARRIS, V. A.
GILREATH, H. C.	Radar investigations of the bat hazard to high performance aircraft at Randolph AFB, Texas
The design, development, and flight test results	[AD-A024500] N76-33173
of the Boeing 737 aircraft antennas for the ICAO	HASKINS, J. P.
demonstration of the TRSB microwave landing system [NASA-TM-X-73943] N76-32146	
GLASGOW, D. A.	long-term evaluation program of advanced composites for supersonic cruise aircraft
A quick, graphical way to analyze rotor whirl	applications
A76-46825	=:= := *: ** * * * * * * * * * * * * * *
A comparison of two lift fan propulsion concepts	<pre>Plight simulation testing equipment for composite   material systems</pre>
[AIAA PAPER 76-954] A76-47688	
Lift fan propulsion concepts study	HEALD, W. C.
[AD-A023087] N76-32196	History and development of a system for
GOODWIN, P. K. A computer program to calculate the longitudinal	stall-departure improvement for the A-7 attack aircraft
aerodynamic characteristics of wing-flap	[AIAA PAPER 76-891] A76-45379
configurations with externally blown flaps	HEATON, G. R. I.
[NASA-CR-2706] N76-32131	Operational experience on Concorde
GORD, P. R.  Fxperimental and theoretical control surface	[ICAS PAPER 76-44] A76-47388
characteristics on low aspect ratio delta wing	Recent explorations in relaxation methods for
vehicles at subsonic Mach numbers	three-dimensional transonic potential flow
[AD-A023408] N76-33194	[ICAS PAPER 76-22] A76-47368

PERSONAL AUTHOR INDEX KINBALL, C. E.

HEBBE, V. P.		ACOBS, R. B.	
International bibliography of Air Law: Suppl	ement	Durability of zirconia thermal-barrier cer coatings on air-cooled turbine blades in	
A	76-45474	jet engine operation	-
HEBDAH, H. T.	andan II	[ NASA-TH-X-3410 ]	N76-32192
Unsteady and steady aerodynamic forces of sl delta wings according to Newtonian theory	ender 0a	ACOBSOM, I. D. Passenger ride comfort technology for tran	sport
[ICAS PAPER 76-36]	76-47381	aircraft situations	
Study of a very low cost air combat maneuver	1ng .33	[NASA-TM-X-73953] ABCK, C. L.	N76-33134
trainer aircraft	-Ly	Static and wind tunnel near-field/far-fiel	d jet
•	76-33190	noise measurements from model scale sing	
FIRT, W. J. YC-14 propulsion system ground rig test		baseline and suppressor nozzles. Volume Noise source locations and extrapolation	
[AIAA PAPER 76-918]	76-45396	static free-field jet noise data	
Rain erosion - A serious problem for slip-ca	ct .T1	[NASA-CR-137913] ABSEN, W. B.	N76-32972
fused silica radomes	J. U.	Analysis of shock-absorbing concepts for	
[ONERA, TP NO. 1976-98] A	76-46367	bird-proof windshields of advanced Air P	orce
Supersonic Cruise Aircraft Research (SCAR) p	rogram	vehicles [AD-A023621]	N76-32142
bibliography, July 1972 - June 1976	JE	eppries, R. R.	
[NASA-TM-X-73950] N HOFHAN, C. P. G. M.	76-34039	A vectored-engine-over-wing propulsive-lif [AIAA PAPER 76-917]	1 concept 176-47684
Investigation of decelerating approaches of	a twin JO	DRUSTON, W. H.	
engined jet transport aircraft [AIAA PAPER 76-929] A	76-45406	Technical and economic assessment of span-distributed loading cargo aircraft	concents
HOLDER, R. C.	70 13400	[NASA-CR-145034]	N76-33186
Determination of effects of ambient conditio	ns on JO	ONES, G. P.	nto for
aircraft engine emissions engine testing. Volume 2: GTCP 85 apu, TPE 331 turboprop		An analysis of U.S. air carrier jet accide 1974	nts for
[PB-252826/3] N	76-33210		A76-46853
Realization of failure detection in digital		ONES, R. T.  Aeroelastic stability and control of an ob	lique
control systems		wing - Wind tunnel experiments	_
[NASA-TT-P-17277] N HUANG, P. C.	76-33213	Aeroelastic stability and control of an ob	A76-47200
Finite element applications to battle damage	d	Relociable Stability and control of an ob	A76-47849
structure	<b>J</b> 0 76-32185	ONKERS, H. L.	raraft
HUGHES, H.	70-32 103	New developments and accuracy limits in ai flight testing	CLAIC
Flight evaluation of a digital data broadcas		[AIAA PAPER 76-897]	A76-45384
technique as an aid to area navigation ope [AIAA PAPER 76-928] A	rations 76-45405	Accuracy limits in nonsteady flight testin [ICAS PAPER 76-46]	g A76-47390
HOI, W. H.		JLIENBE, A.	
Unsteady and steady aerodynamic forces of sl delta wings according to Newtonian theory		Simulation of the effects of forward veloc	
delta wings according to Newtonian theory [ICAS PAPER 76-36] A			
delta wings according to Newtonian theory [ICAS PAPER 76-36] HUSSEIH, M. F.	ender 76-47381	Simulation of the effects of forward veloc jet noise in an open circuit wind tunnel [ONERA, TP NO. 1976-6E]	-
delta wings according to Newtonian theory [ICAS PAPER 76-36] A HUSSEIN, M. F. Dynamics and erosion study of solid particle cascade	ender 76-47381 s in a	Simulation of the effects of forward veloc jet noise in an open circuit wind tunnel [ONERA, TP NO. 1976-6E]	-
delta wings according to Newtonian theory [ICAS PAPER 76-36] A HUSSEIN, M. F. Dynamics and erosion study of solid particle cascade	ender 76-47381 s in a	Simulation of the effects of forward veloc jet noise in an open circuit wind tunnel [ONERA, TP NO. 1976-6E]  K APLAN, M. P.	A76-46368
delta wings according to Newtonian theory [ICAS PAPER 76-36] A HUSSEIN, M. F. Dynamics and erosion study of solid particle cascade	ender 76-47381 s in a	Simulation of the effects of forward veloc jet noise in an open circuit wind tunnel [ONERA, TP NO. 1976-6E]	A76-46368
delta wings according to Newtonian theory [ICAS PAPER 76-36] A HUSSEIN, M. F. Dynamics and erosion study of solid particle cascade A	ender 76-47381 s in a 76-45143 KA	Simulation of the effects of forward veloc jet noise in an open circuit wind tunnel [ONERA, TP NO. 1976-6E]  K  APLAN, M. P.  Study of startup regimes of the GT-35 gas installation	A76-46368
delta wings according to Newtonian theory [ICAS PAPER 76-36]  BUSSEIH, H. F. Dynamics and erosion study of solid particle cascade  A  IKEDA, H. Theory and experiments on the hypersonic sou	ender 76-47381 s in a 76-45143 KA	Simulation of the effects of forward veloc jet noise in an open circuit wind tunnel [ONERA, TP NO. 1976-6E]  K  APLAN, M. P. Study of startup regimes of the GT-35 gas	A76-46368 turbine A76-47280
delta wings according to Newtonian theory [ICAS PAPER 76-36] A HUSSEIN, M. F. Dynamics and erosion study of solid particle cascade A  IREDA, M. Theory and experiments on the hypersonic sou flow over long, slender bodies in a conica	ender 76-47381 s in a 76-45143 KA KA rce I nozzle	Simulation of the effects of forward veloc jet noise in an open circuit wind tunnel [ONERA, TP NO. 1976-6E]  K  APLAN, M. P. Study of startup regimes of the GT-35 gas installation  ASCHUETZ, H. Functional and reliability requirements co RPV's from the point of view of traffic	176-46368  turbine 176-47280
delta wings according to Newtonian theory (ICAS PAPER 76-36]  HUSSEIN, M. F.  Dynamics and erosion study of solid particle cascade  A  IKEDA, H.  Theory and experiments on the hypersonic sou flow over long, slender bodies in a conica (ICAS PAPER 76-35)	ender 76-47381 s in a 76-45143 KA	Simulation of the effects of forward veloc jet noise in an open circuit wind tunnel [ONERA, TP NO. 1976-6E]  K APLAN, M. P. Study of startup regimes of the GT-35 gas installation ASCHUETZ, H. Functional and reliability requirements co	176-46368  turbine 176-47280
delta wings according to Newtonian theory [ICAS PAPER 76-36]  HUSSEIN, M. F.  Dynamics and erosion study of solid particle cascade  A  IREDA, M.  Theory and experiments on the hypersonic sou flow over long, slender bodies in a conica [ICAS PAPER 76-35]  IRELAND, L. C. Radar investigations of the bat hazard to hi	ender 76-47381 s in a 76-45143 Ka rce 1 nozzle 76-47380 gh Ka	Simulation of the effects of forward veloc jet noise in an open circuit wind tunnel [ONERA, TP NO. 1976-6E]  K  APLAN, M. P. Study of startup regimes of the GT-35 gas installation  ASCHUETZ, H.  Punctional and reliability requirements co RPV's from the point of view of traffic and military cost effectiveness  AWAI, R. T.	A76-46368  turbine A76-47280 ncerning safety A76-45494
delta wings according to Newtonian theory [ICAS PAPER 76-36]  HUSSEIN, M. F.  Dynamics and erosion study of solid particle cascade  A  IREDA, H.  Theory and experiments on the hypersonic sou flow over long, slender bodies in a conica [ICAS PAPER 76-35]  IRELAND, L. C.  Radar investigations of the bat hazard to hi performance aircraft at Randolph APB, Texa	ender 76-47381 s in a 76-45143 KA rce 1 nozzle 76-47380 gh KA	Simulation of the effects of forward veloc jet noise in an open circuit wind tunnel [ONERA, TP NO. 1976-6E]  K  APLAN, M. P. Study of startup regimes of the GT-35 gas installation  ASCHUETZ, H. Functional and reliability requirements co RPY's from the point of view of traffic and military cost effectiveness  AMAI, R. T. The high-bypass-ratio variable-pitch turbo	A76-46368  turbine A76-47280 ncerning safety A76-45494
delta wings according to Newtonian theory [ICAS PAPER 76-36]  HUSSEIN, M. F.  Dynamics and erosion study of solid particle cascade  A  IREDA, M.  Theory and experiments on the hypersonic sou flow over long, slender bodies in a conica [ICAS PAPER 76-35]  IRELAND, L. C.  Radar investigations of the bat hazard to himperformance aircraft at Randolph AFB, Texa [AD-A024500]  IRELAND, S. S.	ender 76-47381 s in a 76-45143 Ka rce 1 nozzle 76-47380 gh Ka 76-33173	Simulation of the effects of forward veloc jet noise in an open circuit wind tunnel [ONERA, TP NO. 1976-6E]  K  APLAN, M. P. Study of startup regimes of the GT-35 gas installation  ASCHUETZ, H.  Functional and reliability requirements co RPV's from the point of view of traffic and military cost effectiveness  AWAI, R. T.  The high-bypass-ratio variable-pitch turbo transport aircraft propulsion [AITAA PAPER 76-919]	A76-46368  turbine A76-47280 ncerning safety A76-45494
delta wings according to Newtonian theory [ICAS PAPER 76-36]  HUSSEIN, M. F.  Dynamics and erosion study of solid particle cascade  A  IREDA, H.  Theory and experiments on the hypersonic sou flow over long, slender bodies in a conica [ICAS PAPER 76-35]  IRELAND, L. C.  Radar investigations of the bat hazard to hi performance aircraft at Randolph APB, Texa [AD-A024500]  IRELAND, S. S. Radar investigations of the bat hazard to hi	ender 76-47381 s in a 76-45143 KA rce l nozzle 76-47380 gh s 76-33173 gh KE	Simulation of the effects of forward veloc jet noise in an open circuit wind tunnel [ONERA, TP NO. 1976-6E]  K  APLAN, M. P. Study of startup regimes of the GT-35 gas installation  ASCHUETZ, H. Functional and reliability requirements co RPY's from the point of view of traffic and military cost effectiveness  AWAI, R. T. The high-bypass-ratio variable-pitch turbo transport aircraft propulsion [AIAA PAPER 76-919]	A76-46368  turbine A76-47280  ncerning safety A76-45494  fan for A76-47685
delta wings according to Newtonian theory [ICAS PAPER 76-36]  HUSSEIN, N. F.  Dynamics and erosion study of solid particle cascade  A  IKEDA, H.  Theory and experiments on the hypersonic sou flow over long, slender bodies in a conica [ICAS PAPER 76-35]  IRELAND, L. C.  Radar investigations of the bat hazard to hiperformance aircraft at Randolph AFB, Texa [AD-A024500]  IRELAND, S. S.  Radar investigations of the bat hazard to hiperformance aircraft at Randolph AFB, Texa	ender 76-47381 s in a 76-45143 KA rce l nozzle 76-47380 gh s 76-33173 gh KE	Simulation of the effects of forward veloc jet noise in an open circuit wind tunnel [ONERA, TP NO. 1976-6E]  K  APLAN, M. P. Study of startup regimes of the GT-35 gas installation  ASCHUETZ, H.  Functional and reliability requirements co RPV's from the point of view of traffic and military cost effectiveness  AWAI, R. T.  The high-bypass-ratio variable-pitch turbo transport aircraft propulsion [AITAA PAPER 76-919]	A76-46368  turbine A76-47280  ncerning safety A76-45494  fan for A76-47685
delta wings according to Newtonian theory [ICAS PAPER 76-36]  HUSSEIN, M. F.  Dynamics and erosion study of solid particle cascade  A  IKEDA, M.  Theory and experiments on the hypersonic sou flow over long, slender bodies in a conica [ICAS PAPER 76-35]  IRELAND, L. C.  Radar investigations of the bat hazard to hiperformance aircraft at Randolph APB, Texa [AD-A024500]  IRELAND, S. S.  Radar investigations of the bat hazard to hiperformance aircraft at Randolph APB, Texa [AD-A024500]  ISHIMITSU, K. K.	ender 76-47381 s in a 76-45143 KA rce l nozzle 76-47380 gh s 76-33173 gh KE	Simulation of the effects of forward veloc jet noise in an open circuit wind tunnel [ONERA, TP NO. 1976-6E]  K  APLAN, M. P. Study of startup regimes of the GT-35 gas installation  ASCHUETZ, H. Functional and reliability requirements co RPV's from the point of view of traffic and military cost effectiveness  AWAI, R. T.  The high-bypass-ratio variable-pitch turbo transport aircraft propulsion [AITAN PAPER 76-919]  ENDALL, W.  The development phase, design, manufacture quality control of the MRCA-radome	A76-46368  turbine A76-47280  ncerning safety A76-45494  fan for A76-47685
delta wings according to Newtonian theory [ICAS PAPER 76-36]  HUSSEIN, M. F.  Dynamics and erosion study of solid particle cascade  A  IKEDA, H.  Theory and experiments on the hypersonic sou flow over long, slender bodies in a conica [ICAS PAPER 76-35]  IRELAND, L. C.  Radar investigations of the bat hazard to hi performance aircraft at Randolph AFB, Texa [AD-A024500]  IRELAND, S. S.  Radar investigations of the bat hazard to hi performance aircraft at Randolph AFB, Texa [AD-A024500]  ISBLHITSU, K. K. Aerodynamic design and analysis of winglets	ender 76-47381 s in a 76-45143 KA rce 1 nozzle 76-47380 gh S 76-33173 KE S 76-33173	Simulation of the effects of forward veloc jet noise in an open circuit wind tunnel [ONERA, TP NO. 1976-6E]  K APLAN, M. P. Study of startup regimes of the GT-35 gas installation ASCHUETZ, H. Functional and reliability requirements co RPV's from the point of view of traffic and military cost effectiveness AWAI, R. T. The high-bypass-ratio variable-pitch turbo transport aircraft propulsion [AIAA PAPER 76-919] ENDALL, W. The development phase, design, manufacture quality control of the MRCA-radome	A76-46368  turbine A76-47280  ncerning safety A76-45494  fan for A76-47685  and A76-45696
delta wings according to Newtonian theory [ICAS PAPER 76-36]  HUSSEIN, M. F.  Dynamics and erosion study of solid particle cascade  A  IKEDA, M.  Theory and experiments on the hypersonic sou flow over long, slender bodies in a conica [ICAS PAPER 76-35]  IRELAND, L. C.  Radar investigations of the bat hazard to hiperformance aircraft at Randolph APE, Texa [AD-A024500]  IRELAND, S. S.  Radar investigations of the bat hazard to hiperformance aircraft at Randolph APE, Texa [AD-A024500]  ISHIMITSU, K. K.  Aerodynamic design and analysis of winglets [AIAA PAPER 76-940]  IUDELOVICH, M. IA.	ender 76-47381 s in a 76-45143 KA rce l nozzle 76-47380 gh s 76-33173 gh KE	Simulation of the effects of forward veloc jet noise in an open circuit wind tunnel [ONERA, TP NO. 1976-6E]  K  APLAN, M. P. Study of startup regimes of the GT-35 gas installation  ASCHUETZ, H. Functional and reliability requirements co RPV's from the point of view of traffic and military cost effectiveness  AWAI, R. T. The high-bypass-ratio variable-pitch turbo transport aircraft propulsion [AITAN PAPER 76-919]  ENDALL, W. The development phase, design, manufacture quality control of the MRCA-radome  ERR, J. R. Program definition and preliminary results long-term evaluation program of advanced	A76-46368  turbine A76-47280  ncerning safety A76-45494  fan for A76-47685  and A76-45696  of a
delta wings according to Newtonian theory [ICAS PAPER 76-36]  HUSSEIN, M. F.  Dynamics and erosion study of solid particle cascade  A  IKEDA, H.  Theory and experiments on the hypersonic sou flow over long, slender bodies in a conica [ICAS PAPER 76-35]  IRELAND, L. C.  Radar investigations of the bat hazard to himperformance aircraft at Randolph APB, Texa [AD-A024500]  IRELAND, S. S.  Radar investigations of the bat hazard to himperformance aircraft at Randolph APB, Texa [AD-A024500]  ISHINITSU, K. K.  Aerodynamic design and analysis of winglets [AIAA PAPER 76-940]  IUDELOVICH, H. IA.  Experimental investigation of the discrete	ender 76-47381 s in a 76-45143 KA rce 1 nozzle 76-47380 gh s 76-33173 gh s 76-33173 KE	Simulation of the effects of forward veloc jet noise in an open circuit wind tunnel [ONERA, TP NO. 1976-6E]  K APLAN, M. P. Study of startup regimes of the GT-35 gas installation ASCHUETZ, H. Functional and reliability requirements co RPV's from the point of view of traffic and military cost effectiveness ANAI, R. T. The high-bypass-ratio variable-pitch turbo transport aircraft propulsion [AIAA PAPER 76-919] ENDALL, W. The development phase, design, manufacture quality control of the MRCA-radome SER, J. R. Program definition and preliminary results long-term evaluation program of advanced composites for supersonic cruise aircraft	A76-46368  turbine A76-47280  ncerning safety A76-45494  fan for A76-47685  and A76-45696  of a
delta wings according to Newtonian theory [ICAS PAPER 76-36]  HUSSEIN, M. F.  Dynamics and erosion study of solid particle cascade  A  IREDA, M.  Theory and experiments on the hypersonic sour flow over long, slender bodies in a conical [ICAS PAPER 76-35]  IRELAND, L. C.  Radar investigations of the bat hazard to him performance aircraft at Randolph AFB, Texal [AD-A024500]  IRELAND, S. S.  Radar investigations of the bat hazard to him performance aircraft at Randolph AFB, Texal [AD-A024500]  ISHINITSU, K. K.  Aerodynamic design and analysis of winglets [AIAA PAPER 76-940]  IUDELOVICH, M. TA.  Experimental investigation of the discrete component in the noise spectrum of superso	ender 76-47381 s in a 76-45143 KA rce 1 nozzle 76-47380 gh s 76-33173 gh s 76-33173 KE	Simulation of the effects of forward veloc jet noise in an open circuit wind tunnel [ONERA, TP NO. 1976-6E]  K  APLAN, M. P. Study of startup regimes of the GT-35 gas installation  ASCHUETZ, H. Functional and reliability requirements co RPV's from the point of view of traffic and military cost effectiveness  AWAI, R. T. The high-bypass-ratio variable-pitch turbo transport aircraft propulsion [AITAN PAPER 76-919]  ENDALL, W. The development phase, design, manufacture quality control of the MRCA-radome  ERR, J. R. Program definition and preliminary results long-term evaluation program of advanced	A76-46368  turbine A76-47280  ncerning safety A76-45494  fan for A76-47685  and A76-45696  of a
delta wings according to Newtonian theory [ICAS PAPER 76-36]  HUSSEIN, M. F.  Dynamics and erosion study of solid particle cascade  A  IKEDA, H.  Theory and experiments on the hypersonic soun flow over long, slender bodies in a conical [ICAS PAPER 76-35]  IRELAND, L. C.  Radar investigations of the bat hazard to him performance aircraft at Randolph APB, Texal [AD-A024500]  IRELAND, S. S.  Radar investigations of the bat hazard to him performance aircraft at Randolph APB, Texal [AD-A024500]  ISHINITSU, K. K.  Aerodynamic design and analysis of winglets [AIAA PAPER 76-940]  IUDELOVICH, H. IA.  Experimental investigation of the discrete component in the noise spectrum of supersolvanov, V. G.	ender 76-47381 s in a 76-45143 KA rce l nozzle 76-47380 gh s 76-33173 gh S76-33173 RE 76-47687 nic jets 76-46973	Simulation of the effects of forward veloc jet noise in an open circuit wind tunnel [ONERA, TP NO. 1976-6E]  K APLAN, M. P. Study of startup regimes of the GT-35 gas installation  ASCHUETZ, H. Functional and reliability requirements co RPV's from the point of view of traffic and military cost effectiveness  ANAI, R. T. The high-bypass-ratio variable-pitch turbo transport aircraft propulsion [AIAA PAPER 76-919]  ENDALL, W. The development phase, design, manufacture quality control of the HRCA-radome  EER, J. R. Program definition and preliminary results long-term evaluation program of advanced composites for supersonic cruise aircraf applications	A76-46368  turbine A76-47280  ncerning safety A76-45494  fan for A76-47685  and A76-45696  of a  t
delta wings according to Newtonian theory [ICAS PAPER 76-36]  HUSSEIR, M. F.  Dynamics and erosion study of solid particle cascade  A  IKEDA, M.  Theory and experiments on the hypersonic sount flow over long, slender bodies in a conical [ICAS PAPER 76-35]  IRELAND, L. C.  Radar investigations of the bat hazard to his performance aircraft at Randolph APB, Texal [AD-A024500]  IRELAND, S. S.  Radar investigations of the bat hazard to his performance aircraft at Randolph APB, Texal [AD-A024500]  ISHIMITSU, K. K.  Aerodynamic design and analysis of winglets [AIAA PAPER 76-940]  IUDELOVICH, M. IA.  Experimental investigation of the discrete component in the noise spectrum of superson [VANOV, V. G.  Study of the statistical characteristics of pulsations of the boundary of the turbulen	ender 76-47381 s in a 76-45143 Ka rce 1 nozzle 76-47380 gh	Simulation of the effects of forward veloc jet noise in an open circuit wind tunnel [ONERA, TP NO. 1976-6E]  K  APLAN, M. P. Study of startup regimes of the GT-35 gas installation  ASCHUETZ, H. Functional and reliability requirements co RPV's from the point of view of traffic and military cost effectiveness  ANAI, R. T. The high-bypass-ratio variable-pitch turbo transport aircraft propulsion [AITAN PAPER 76-919]  ENDALL, W. The development phase, design, manufacture quality control of the MRCA-radome  SERR, J. R. Program definition and preliminary results long-term evaluation program of advanced composites for supersonic cruise aircraf applications	A76-46368  turbine A76-47280  ncerning safety A76-45494  fan for A76-47685  and A76-45696  of a  t
delta wings according to Newtonian theory [ICAS PAPER 76-36]  HUSSEIN, M. F.  Dynamics and erosion study of solid particle cascade  A  IKEDA, H.  Theory and experiments on the hypersonic soun flow over long, slender bodies in a conical [ICAS PAPER 76-35]  IRELAND, L. C.  Radar investigations of the bat hazard to him performance aircraft at Randolph APB, Texal [AD-A024500]  IRELAND, S. S.  Radar investigations of the bat hazard to him performance aircraft at Randolph APB, Texal [AD-A024500]  ISHINITSU, K. K.  Aerodynamic design and analysis of winglets [AIAA PAPER 76-940]  IUDELOVICH, H. IIA.  Experimental investigation of the discrete component in the noise spectrum of supersource and supersource are component in the noise spectrum of the turbulen behind bodies of various shapes flying at	ender 76-47381 s in a 76-45143 Ka rce 1 nozzle 76-47380 gh s 76-33173 gh r6-33173 RE 76-47687 nic jets 76-46973 KE	Simulation of the effects of forward veloc jet noise in an open circuit wind tunnel [ONERA, TP NO. 1976-6E]  K APLAN, M. P. Study of startup regimes of the GT-35 gas installation  ASCHUETZ, H. Functional and reliability requirements co RPV's from the point of view of traffic and military cost effectiveness  ANAI, R. T. The high-bypass-ratio variable-pitch turbo transport aircraft propulsion [AIAA PAPER 76-919]  ENDALL, W. The development phase, design, manufacture quality control of the MRCA-radome  SERR, J. R. Program definition and preliminary results long-term evaluation program of advanced composites for supersonic cruise aircraf applications  SSTER, J. Noise technology requirements for future a powerplants	A76-46368  turbine A76-47280  ncerning safety A76-45494  fan for A76-47685  and A76-45696  of a  t
delta wings according to Newtonian theory [ICAS PAPER 76-36]  HUSSEIN, M. F.  Dynamics and erosion study of solid particle cascade  A  IREDA, H.  Theory and experiments on the hypersonic sour flow over long, slender bodies in a conical [ICAS PAPER 76-35]  IRELAND, L. C.  Radar investigations of the bat hazard to him performance aircraft at Randolph AFB, Texal [AD-A024500]  IRELAND, S. S.  Radar investigations of the bat hazard to him performance aircraft at Randolph AFB, Texal [AD-A024500]  ISHIHITSU, K. K.  Aerodynamic design and analysis of winglets [AIAA PAPER 76-940]  IUDELOVICH, H. IA.  Experimental investigation of the discrete component in the noise spectrum of superson A  IVANOV, V. G.  Study of the statistical characteristics of pulsations of the boundary of the turbulen behind bodies of various shapes flying at supersonic velocity	ender 76-47381 s in a 76-45143 Ka rce 1 nozzle 76-47380 gh s 76-33173 gh r6-33173 RE 76-47687 nic jets 76-46973 KE	Simulation of the effects of forward veloc jet noise in an open circuit wind tunnel [ONERA, TP NO. 1976-6E]  K  APLAE, M. P. Study of startup regimes of the GT-35 gas installation  ASCHUETZ, H. Functional and reliability requirements co RPV's from the point of view of traffic and military cost effectiveness  AWAI, R. T. The high-bypass-ratio variable-pitch turbo transport aircraft propulsion [AIAA PAPER 76-919]  ENDALL, W. The development phase, design, manufacture quality control of the MRCA-radome  SER, J. R. Program definition and preliminary results long-term evaluation program of advanced composites for supersonic cruise aircraf applications  SSTER, J. Noise technology requirements for future a	A76-46368  turbine A76-47280  ncerning safety A76-45494  fan for A76-47685  and A76-45696  of a  t A76-45877  arcraft
delta wings according to Newtonian theory [ICAS PAPER 76-36]  HUSSEIN, M. F.  Dynamics and erosion study of solid particle cascade  A  IREDA, H.  Theory and experiments on the hypersonic sour flow over long, slender bodies in a conical [ICAS PAPER 76-35]  IRELAND, L. C.  Radar investigations of the bat hazard to him performance aircraft at Randolph AFB, Texal [AD-A024500]  IRELAND, S. S.  Radar investigations of the bat hazard to him performance aircraft at Randolph AFB, Texal [AD-A024500]  ISHIHITSU, K. K.  Aerodynamic design and analysis of winglets [AIAA PAPER 76-940]  IUDELOVICH, H. IA.  Experimental investigation of the discrete component in the noise spectrum of superson A  IVANOV, V. G.  Study of the statistical characteristics of pulsations of the boundary of the turbulen behind bodies of various shapes flying at supersonic velocity	ender 76-47381 s in a 76-45143 Ka rce 1 nozzle 76-47380 gh s 76-33173 gh rce 1 nozzle 76-47687 nic jets 76-46973 ke t wake RI	Simulation of the effects of forward veloc jet noise in an open circuit wind tunnel [ONERA, TP NO. 1976-6E]  K APLAN, M. P. Study of startup regimes of the GT-35 gas installation  ASCHUETZ, H. Functional and reliability requirements co RPV's from the point of view of traffic and military cost effectiveness  ANAI, R. T. The high-bypass-ratio variable-pitch turbo transport aircraft propulsion [AIAA PAPER 76-919]  ENDALL, W. The development phase, design, manufacture quality control of the HRCA-radome  SERR, J. R. Program definition and preliminary results long-term evaluation program of advanced composites for supersonic cruise aircraf applications  ESTER, J. Noise technology requirements for future a powerplants  IELB, R. E. Thermal buckling of uniform rectangular pl [AD-AO23472]	A76-46368  turbine A76-47280  ncerning safety A76-45494  fan for A76-47685  and A76-45696  of a  t A76-45877  arcraft
delta wings according to Newtonian theory [ICAS PAPER 76-36]  HUSSEIN, M. F.  Dynamics and erosion study of solid particle cascade  A  IREDA, H.  Theory and experiments on the hypersonic sour flow over long, slender bodies in a conical [ICAS PAPER 76-35]  IRELAND, L. C.  Radar investigations of the bat hazard to him performance aircraft at Randolph AFB, Texal [AD-A024500]  IRELAND, S. S.  Radar investigations of the bat hazard to him performance aircraft at Randolph AFB, Texal [AD-A024500]  ISHIHITSU, K. K.  Aerodynamic design and analysis of winglets [AIAA PAPER 76-940]  IUDELOVICH, H. IA.  Experimental investigation of the discrete component in the noise spectrum of superson A  IVANOV, V. G.  Study of the statistical characteristics of pulsations of the boundary of the turbulen behind bodies of various shapes flying at supersonic velocity	ender 76-47381 s in a 76-45143 Ka rce 1 nozzle 76-47380 gh s 76-33173 gh rce 1 nozzle 76-47687 nic jets 76-46973 ke t wake RI	Simulation of the effects of forward veloc jet noise in an open circuit wind tunnel [ONERA, TP NO. 1976-6E]  K  APLAE, M. P. Study of startup regimes of the GT-35 gas installation  ASCHUETZ, H. Functional and reliability requirements co RPV's from the point of view of traffic and military cost effectiveness  AWAI, R. T. The high-bypass-ratio variable-pitch turbo transport aircraft propulsion [AIAA PAPER 76-919]  ENDALL, W. The development phase, design, manufacture quality control of the MRCA-radome  SER, J. R. Program definition and preliminary results long-term evaluation program of advanced composites for supersonic cruise aircraf applications  STER, J. Noise technology requirements for future a powerplants  IELB, R. E. Thermal buckling of uniform rectangular pl [AD-AO23472]  IM, B. S.	A76-46368  turbine A76-47280  ncerning safety A76-45494  fan for A76-47685  and A76-45696  of a  t A76-45877  arcraft A76-45794  ates N76-32599
delta wings according to Newtonian theory [ICAS PAPER 76-36]  HUSSEIN, M. F.  Dynamics and erosion study of solid particle cascade  A  IREDA, H.  Theory and experiments on the hypersonic soun flow over long, slender bodies in a conical [ICAS PAPER 76-35]  IRELAND, L. C.  Radar investigations of the bat hazard to him performance aircraft at Randolph APB, Texal [AD-A024500]  IRELAND, S. S.  Radar investigations of the bat hazard to him performance aircraft at Randolph APB, Texal [AD-A024500]  ISHINITSU, K. K.  Aerodynamic design and analysis of winglets [AIAA PAPER 76-940]  IUDELOVICH, H. IA.  Experimental investigation of the discrete component in the noise spectrum of superson [IVANOV, V. G.  Study of the statistical characteristics of pulsations of the boundary of the turbulen behind bodies of various shapes flying at supersonic velocity  A  JACKSON, L. R.	ender 76-47381 s in a 76-45143 Ka rce 1 nozzle 76-47380 gh s 76-33173 gh s 76-33173 RE 76-47687 nic jets 76-46973 k t wake 76-45069 Ki	Simulation of the effects of forward veloc jet noise in an open circuit wind tunnel [ONERA, TP NO. 1976-6E]  K APLAN, M. P. Study of startup regimes of the GT-35 gas installation  ASCHUETZ, H. Functional and reliability requirements co RPV's from the point of view of traffic and military cost effectiveness  ANAI, R. T. The high-bypass-ratio variable-pitch turbo transport aircraft propulsion [AIAA PAPER 76-919]  ENDALL, W. The development phase, design, manufacture quality control of the HRCA-radome  ERR, J. R. Program definition and preliminary results long-term evaluation program of advanced composites for supersonic cruise aircraf applications  ESTER, J. Noise technology requirements for future a powerplants  IELB, R. E. Thermal buckling of uniform rectangular pl [AD-A023472]  IM, B. S. Impact of composite plates: Analysis of sand forces	A76-46368  turbine A76-47280  ncerning safety A76-45494  fan for A76-47685  and A76-45696  of a  t A76-45877  ircraft A76-45794  ates N76-32599  tresses
delta wings according to Newtonian theory [ICAS PAPER 76-36]  HUSSEIN, M. F.  Dynamics and erosion study of solid particle cascade  A  IREDA, M.  Theory and experiments on the hypersonic sour flow over long, slender bodies in a conical [ICAS PAPER 76-35]  IRELAND, L. C.  Radar investigations of the bat hazard to him performance aircraft at Randolph AFB, Texal [AD-A024500]  IRELAND, S. S.  Radar investigations of the bat hazard to him performance aircraft at Randolph AFB, Texal [AD-A024500]  ISHINITSU, K. K.  Aerodynamic design and analysis of winglets [AIAA PAPER 76-940]  IUDELOVICH, M. IA.  Experimental investigation of the discrete component in the noise spectrum of superson [VAHOV, V. G.]  Study of the statistical characteristics of pulsations of the boundary of the turbulen behind bodies of various shapes flying at supersonic velocity  A  JACKSOB, L. R.  A structural design for a hypersonic researce	ender 76-47381 s in a 76-45143 Ka rce 1 nozzle 76-47380 gh Ka 76-33173 gh 76-33173 KE 76-47687 nic jets 76-46973 KE 76-45069 KI	Simulation of the effects of forward veloc jet noise in an open circuit wind tunnel [ONERA, TP NO. 1976-6E]  K APLAE, M. P. Study of startup regimes of the GT-35 gas installation  ASCHUETZ, H. Functional and reliability requirements co RPV's from the point of view of traffic and military cost effectiveness  AWAI, R. T. The high-bypass-ratio variable-pitch turbo transport aircraft propulsion [AIAA PAPER 76-919]  ENDALL, W. The development phase, design, manufacture quality control of the MRCA-radome  EER, J. R. Program definition and preliminary results long-term evaluation program of advanced composites for supersonic cruise aircraf applications  ESTER, J. Noise technology requirements for future a powerplants  IELB, R. E. Thermal buckling of uniform rectangular pl [AD-AO23472]  IB, B. S. Impact of composite plates: Analysis of s and forces [NASA-CR-134999]	A76-46368  turbine A76-47280  ncerning safety A76-45494  fan for A76-47685  and A76-45696  of a  t A76-45877  arcraft A76-45794  ates N76-32599
delta wings according to Newtonian theory [ICAS PAPER 76-36]  HUSSEIR, M. F.  Dynamics and erosion study of solid particle cascade  A  IKEDA, M.  Theory and experiments on the hypersonic sour flow over long, slender bodies in a conica [ICAS PAPER 76-35]  IRELAND, L. C.  Radar investigations of the bat hazard to himperformance aircraft at Randolph AFB, Texa [AD-A024500]  IRELAND, S. S.  Radar investigations of the bat hazard to himperformance aircraft at Randolph AFB, Texa [AD-A024500]  ISHIMITSU, K. K.  Aerodynamic design and analysis of winglets [AIAA PAPER 76-940]  IUDELOVICH, M. IA.  Experimental investigation of the discrete component in the noise spectrum of superson and analysis of winglets (AIAA) paper 76-940]  IVANOV, V. G.  Study of the statistical characteristics of pulsations of the boundary of the turbulent behind bodies of various shapes flying at supersonic velocity  A  JACKSON, L. R.  A structural design for a hypersonic research aircraft	ender 76-47381 s in a 76-45143 Ka rce 1 nozzle 76-47380 gh Ka 76-33173 gh 76-33173 KE 76-47687 nic jets 76-46973 KE 76-45069 KI	Simulation of the effects of forward veloc jet noise in an open circuit wind tunnel [ONERA, TP NO. 1976-6E]  K APLAN, M. P. Study of startup regimes of the GT-35 gas installation  ASCHUETZ, H. Functional and reliability requirements co RPV's from the point of view of traffic and military cost effectiveness  ANAI, R. T. The high-bypass-ratio variable-pitch turbo transport aircraft propulsion [AIAA PAPER 76-919]  ENDALL, W. The development phase, design, manufacture quality control of the HRCA-radome  EER, J. R. Program definition and preliminary results long-term evaluation program of advanced composites for supersonic cruise aircraf applications  ESTER, J. Noise technology requirements for future a powerplants  EELB, R. E. Thermal buckling of uniform rectangular pl [AD-AO23472]  EB, B. S. Impact of composite plates: Analysis of s and forces [NASA-CR-134999]  EMBALL, C. B. Energy-absorbing materials for improving	A76-46368  turbine A76-47280 ncerning safety A76-45494 fan for A76-47685 and A76-45696 of a  t A76-45877 ircraft A76-45794 ates N76-32599
delta wings according to Newtonian theory [ICAS PAPER 76-36]  HUSSEIR, M. F.  Dynamics and erosion study of solid particle cascade  A  IREDA, H.  Theory and experiments on the hypersonic sour flow over long, slender bodies in a conica [ICAS PAPER 76-35]  IRELAND, L. C.  Radar investigations of the bat hazard to himperformance aircraft at Randolph AFB, Texa [AD-A024500]  IRELAND, S. S.  Radar investigations of the bat hazard to himperformance aircraft at Randolph AFB, Texa [AD-A024500]  ISHIMITSU, K. K.  Aerodynamic design and analysis of winglets [AIAA PAPER 76-940]  IUDELOVICH, H. IA.  Experimental investigation of the discrete component in the noise spectrum of superson A  IVANOV, V. G.  Study of the statistical characteristics of pulsations of the boundary of the turbulent behind bodies of various shapes flying at supersonic velocity  A  JACKSOB, L. R.  A structural design for a hypersonic research aircraft	ender 76-47381 s in a 76-45143 KA  rce 1 nozzle 76-47380 gh s76-33173 gh s76-33173 T6-47687 nic jets 76-46973 KE 76-45069 KI	Simulation of the effects of forward veloc jet noise in an open circuit wind tunnel [ONERA, TP NO. 1976-6E]  K  APLAN, M. P. Study of startup regimes of the GT-35 gas installation  ASCHUETZ, H. Functional and reliability requirements co RPV's from the point of view of traffic and military cost effectiveness  AWAI, R. T. The high-bypass-ratio variable-pitch turbo transport aircraft propulsion [AITAA PAPER 76-919]  ENDALL, W. The development phase, design, manufacture quality control of the HRCA-radome  SERR, J. R. Program definition and preliminary results long-term evaluation program of advanced composites for supersonic cruise aircraf applications  STER, J. Noise technology requirements for future a powerplants  [ELB, R. E. Thermal buckling of uniform rectangular pl [AD-A023472]  [IM, B. S. Impact of composite plates: Analysis of s and forces [NaSA-CR-134999]  [EMBALL, C. E.	A76-46368  turbine A76-47280 ncerning safety A76-45494 fan for A76-47685 and A76-45696 of a  t A76-45877 ircraft A76-45794 ates N76-32599

KING, R. B. PERSONAL AUTHOR INDEX

KING, R. B.		LASAGNA, P. L.	
Rain erosion characteristics of Concorde	174 45700	Measured noise reductions resulting from mo	
KLEMPA, H.	A76-45700	approach procedures for business jet airo [NASA-TM-X-56037]	raft N76-32973
An analysis of U.S. air carrier jet accide	nts for	LAUKHIN, IU. A.	
1974	176-116053	Investigation of unsteady wave structure in turbine nozzle blade cascades	7
KNACKE, T. W.	A76-46853	turpine mozzie blade cascades	A76-46723
RPV developments plumb the field's potenti		LAWSON, V. W.	
FW1100 F	A76-46263	Central Integrated Test Sub System F101 end	jine in
KNAUER, K.  Flight testing of the Tornado - The curren	t	B-1 aircraft [AIAA PAPER 76-944]	A76-45418
situation /August 1976/		LEAN, D.	
[AIAA PAPER 76-887] KO, N. W. M.	A76-47679	The art and science of modern flight testin	ng - A
Coherent structures in subsonic coaxial je	ts	personal view [ICAS PAPER 76-45]	A76-47389
	A76-46630	LECOHTE, P.	
ROCHENDOERFER, R. A new type of attachment for B/Al compress	or blades	Towards a second generation of supersonic	ransport A76-45778
[ICAS PAPER 76-10]	A76-47359	LEONARD, B. R.	870 43770
KOLOKOLOV, V. P.		Effects of long-chord acoustically treated	
Atmospheric electricity	A76-47001	vanes on fan noise. 2: Effect of acoust treatment	cical
KOPELEV, S. Z.		[NASA-TN-D-8250]	N76-33206
Equilibrium temperature distribution of bl	ades	LBVY, L. L., JR.	
situated in high-speed flow	A76-46989	An experimental and computational investigation the flow field about a transonic airfoil	
KORZH, P. I.		supercritical flow with turbulent boundar	
Study of startup regimes of the GT-35 gas	turbine	separation	A76-47363
IUSCALIACION	A76-47280	[ICAS PAPER 76-15] LIEBERT, C. H.	870-47303
KOVALEV, V. N.		Durability of zirconia thermal-barrier cera	
Testing the annular combustion chamber of aircraft engine using natural gas	the NK-8	coatings on air-cooled turbine blades in jet engine operation	cyclic
delotate engine doing natural gas	A76-47281	[NASA-TM-X-3410]	N76-32192
KOVICH, G.		LITCHFORD, G. B.	_
Aerodynamic performance of two variable-pi stages	tch ran	The electronic environment - A major discip the future growth of aeronautical transpo	
	A76-47385	the recent ground or deronautrour eranspe	A76-45785
KRAUSE, F. W.		LITTLE, J. W.	
Recent advances in wing-in-ground effect to [AIAA PAPER 76-874]	A76-45517	Status Report - Subsonic aircraft noise red Update Sept. 1976	uction:
KRICHEVSKII, IU. G.		[AIAA PAPER 76-921]	A76-45398
Study of the statistical characteristics o pulsations of the boundary of the turbul		LOCK, R. C. Transonic aerofoils - Advances in theory as	d does an
		Italisonic detoioris advances in theory an	
behind bodies of various shapes flying a	t		A76-47879
supersonic velocity		LODGE, J. E.	
supersonic velocity	A76-45069	LODGE, J. E. Fire-fighting and rescue techniques and equ	ilpment
supersonic velocity  KROGULL, B.  Functional and reliability requirements co	A76-45069	Fire-fighting and rescue techniques and equal LOTZ, H.	11pment 116-46544
Supersonic velocity  KROGULL, B.  Functional and reliability requirements co  RPV's from the point of view of traffic	A76-45069	Fire-fighting and rescue techniques and equal LOT2, M.  The Franco-German experimental program for	11pment A76-46544
supersonic velocity  KROGULL, B.  Functional and reliability requirements co	A76-45069	Fire-fighting and rescue techniques and equality M.  The Franco-German experimental program for evaluation of a supercritical wing for a	11pment A76-46544
Supersonic velocity  KROGULL, B.  Functional and reliability requirements co RPV's from the point of view of traffic and military cost effectiveness  KURZKE, J.	A76-45069 ncerning safety A76-45494	Fire-fighting and rescue techniques and equalified by the Franco-German experimental program for evaluation of a supercritical wing for a aircraft application [ICAS PAPER 76-21]	11pment A76-46544
<pre>supersonic velocity  KEOGULL, B.    Functional and reliability requirements co      RPV's from the point of view of traffic      and military cost effectiveness  KURZKE, J.    On the off-design operation of bypass-engi</pre>	A76-45069 ncerning safety A76-45494	Fire-fighting and rescue techniques and equality to the Franco-German experimental program for evaluation of a supercritical wing for a aircraft application [ICAS PAPER 76-21]  LOYELACE, A. B.	ipment A76-46544 the combat
Supersonic velocity  KROGULL, B.  Functional and reliability requirements co RPV's from the point of view of traffic and military cost effectiveness  KURZKE, J.	A76-45069 ncerning safety A76-45494	Fire-fighting and rescue techniques and equalified by the Franco-German experimental program for evaluation of a supercritical wing for a aircraft application [ICAS PAPER 76-21]  LOYELACE, A. M.  Overview of research and development	ipment A76-46544 the combat
Supersonic velocity  KEOGULL, B.  Functional and reliability requirements co RPV's from the point of view of traffic and military cost effectiveness  KURZKE, J.  On the off-design operation of bypass-engine variable nozzles and turbines  KUZBETSOV, IU. E.	A76-45069 Incerning Safety A76-45494 The solution with A76-46895	Fire-fighting and rescue techniques and equalified by the Franco-German experimental program for evaluation of a supercritical wing for a aircraft application [ICAS PAPER 76-21]  LOYELACE, A. H. Overview of research and development  LUTHANDER, S.	11pment A76-46544 the combat A76-47367
Supersonic velocity  KHOGULL, B.  Functional and reliability requirements co RPV's from the point of view of traffic and military cost effectiveness  KURZKE, J.  On the off-design operation of bypass-engineriable nozzles and turbines  KUZHETSOV, IU. B. Generation of free-molecular flow for spec	A76-45069 Incerning Safety A76-45494 The solution with A76-46895	Fire-fighting and rescue techniques and equal LOTZ, M.  The Franco-German experimental program for evaluation of a supercritical wing for a aircraft application [ICAS PAPER 76-21]  LOYELACE, A. M.  Overview of research and development  LUTHANDER, S.  Ground run maneuvering qualities of aircraft	11pment A76-46544 the combat A76-47367
Supersonic velocity  KEOGULL, B.  Functional and reliability requirements co RPV's from the point of view of traffic and military cost effectiveness  KURZKE, J.  On the off-design operation of bypass-enging variable nozzles and turbines  KUZHETSOV, IU. E.  Generation of free-molecular flow for spectarodynamics research	A76-45069 Incerning Safety A76-45494 The solution with A76-46895	Fire-fighting and rescue techniques and equality is a supercritical wing for a aircraft application [ICAS PAPER 76-21]  LOVELACE, A. M. Overview of research and development  LUTHANDER, S. Ground run maneuvering qualities of aircraft nose wheel control [ICAS PAPER 76-47]	11pment A76-46544 the combat A76-47367
Supersonic velocity  KHOGULL, B.  Functional and reliability requirements co RPV's from the point of view of traffic and military cost effectiveness  KURZKE, J.  On the off-design operation of bypass-engineriable nozzles and turbines  KUZHETSOV, IU. B. Generation of free-molecular flow for speciaerodynamics research  KWAH, A. S. H.	A76-45069 Incerning safety A76-45494 Ines with A76-46895 Ial	Fire-fighting and rescue techniques and equalities.  The Franco-German experimental program for evaluation of a supercritical wing for a aircraft application [ICAS PAPER 76-21]  LOYELACE, A. M. Overview of research and development  LUTHANDER, S. Ground run maneuvering qualities of aircraft nose wheel control [ICAS PAPER 76-47]  LYHAN, F. A.	11pment A76-46544 the combat A76-47367 A76-45783
Supersonic velocity  KEOGULL, B.  Functional and reliability requirements co RPV's from the point of view of traffic and military cost effectiveness  KURZKE, J.  On the off-design operation of bypass-enging variable nozzles and turbines  KUZHETSOV, IU. E.  Generation of free-molecular flow for spectarodynamics research	A76-45069 Incerning safety A76-45494 Ines with A76-46895 Ial	Fire-fighting and rescue techniques and equalities.  The Franco-German experimental program for evaluation of a supercritical wing for a aircraft application [ICAS PAPER 76-21]  LOYBLACE, A. M.  Overview of research and development  LUTHANDER, S.  Ground run maneuvering qualities of aircraft nose wheel control [ICAS PAPER 76-47]  LYMAN, P. A.  Attenuation of high-intensity sound in a	11pment A76-46544 the combat A76-47367 A76-45783
Supersonic velocity  KHOGULL, B.  Functional and reliability requirements co RPV's from the point of view of traffic and military cost effectiveness  KURZKE, J.  On the off-design operation of bypass-engineriable nozzles and turbines  KUZHETSOV, IU. B. Generation of free-molecular flow for speciaerodynamics research  KWAH, A. S. H.	A76-45069 Incerning safety A76-45494 Ines With A76-46895 Ial A76-46974	Fire-fighting and rescue techniques and equivariant to the Franco-German experimental program for evaluation of a supercritical wing for a aircraft application [ICAS PAPER 76-21]  LOYELACE, A. M. Overview of research and development  LUTHANDER, S. Ground run maneuvering qualities of aircraft nose wheel control [ICAS PAPER 76-47]  LYHAN, F. A. Attenuation of high-intensity sound in a droplet-laden gas [PB-252985/7]	11pment A76-46544 the combat A76-47367 A76-45783
Supersonic velocity  KHOGULL, B.  Functional and reliability requirements co RPV's from the point of view of traffic and military cost effectiveness  KURZKE, J.  On the off-design operation of bypass-engineriable nozzles and turbines  KUZHETSOV, IU. B. Generation of free-molecular flow for speciaerodynamics research  KWAH, A. S. H.	A76-45069 Incerning safety A76-45494 Ines With A76-46895 Ial A76-46974	Fire-fighting and rescue techniques and equalities.  The Franco-German experimental program for evaluation of a supercritical wing for a aircraft application  [ICAS PAPER 76-21]  LOYELACE, A. M.  Overview of research and development  LUTHANDER, S.  Ground run maneuvering qualities of aircraft nose wheel control  [ICAS PAPER 76-47]  LYHAN, F. A.  Attenuation of high-intensity sound in a droplet-laden gas  [PB-252985/7]  LYHCH, R. W.	alpment A76-46544 the combat A76-47367 A76-45783 Et with A76-47391
Supersonic velocity  KHOGULL, B.  Functional and reliability requirements co RPV's from the point of view of traffic and military cost effectiveness  KURZKE, J.  On the off-design operation of bypass-engineriable nozzles and turbines  KUZHETSOV, IU. B. Generation of free-molecular flow for speciaerodynamics research  KWAH, A. S. H.	A76-45069 Incerning safety A76-45494 Ines With A76-46895 Ial A76-46974	Fire-fighting and rescue techniques and equivariant to the Franco-German experimental program for evaluation of a supercritical wing for a aircraft application [ICAS PAPER 76-21]  LOYELACE, A. M. Overview of research and development  LUTHANDER, S. Ground run maneuvering qualities of aircraft nose wheel control [ICAS PAPER 76-47]  LYHAN, F. A. Attenuation of high-intensity sound in a droplet-laden gas [PB-252985/7]	alpment A76-46544 the combat A76-47367 A76-45783 Et with A76-47391 N76-33959
Supersonic velocity  KHOGULL, B.  Functional and reliability requirements con RPV's from the point of view of traffic and military cost effectiveness  KURZKE, J.  On the off-design operation of bypass-enging variable nozzles and turbines  KUZHETSOV, IU. E.  Generation of free-molecular flow for speciaerodynamics research  KWAH, A. S. H.  Coherent structures in subsonic coaxial je  LAMAR, F. S.  The high-bypass-ratio variable-pitch turbo	A76-45069 Incerning safety A76-45494 Ines with A76-46895 Ial A76-46974 ts A76-46630	Fire-fighting and rescue techniques and equalities.  The Franco-German experimental program for evaluation of a supercritical wing for a aircraft application [ICAS PAPER 76-21]  LOVELACE, A. M. Overview of research and development  LUTHANDER, S. Ground run maneuvering qualities of aircraft nose wheel control [ICAS PAPER 76-47]  LYHAN, F. A. Attenuation of high-intensity sound in a droplet-laden gas [PB-252985/7]  LYHCH, R. W. An integrated capability for the preliminary	alpment A76-46544 the combat A76-47367 A76-45783 Et with A76-47391
KENGULL, B.  Functional and reliability requirements co RPV's from the point of view of traffic and military cost effectiveness  KURZKE, J.  On the off-design operation of bypass-enging variable nozzles and turbines  KUZHETSOV, IU. E. Generation of free-molecular flow for spectaerodynamics research  KWAH, A. S. H.  Coherent structures in subsonic coaxial je  LAMAR, F. S.  The high-bypass-ratio variable-pitch turbot transport aircraft propulsion	A76-45069 Incerning Safety A76-45494 Ines with A76-46895 Ial A76-46974 ts A76-46630 fan for	Fire-fighting and rescue techniques and equ  LOTZ, M.  The Franco-German experimental program for evaluation of a supercritical wing for a aircraft application [ICAS PAPER 76-21]  LOYBLACE, A. M. Overview of research and development  LUTHANDER, S.  Ground run maneuvering qualities of aircraft nose wheel control [ICAS PAPER 76-47]  LYHAN, P. A. Attenuation of high-intensity sound in a droplet-laden gas [PB-252985/7]  LYHCH, R. W. An integrated capability for the preliminar design of aeroelasticity tailored wings [AIAA PAPER 76-912]	alpment A76-46544 the combat A76-47367 A76-45783 Et with A76-47391 N76-33959
Supersonic velocity  KHOGULL, B.  Functional and reliability requirements co RPV's from the point of view of traffic and military cost effectiveness  KURZKE, J.  On the off-design operation of bypass-enging variable nozzles and turbines  KUZHETSOV, IU. E. Generation of free-molecular flow for spectaerodynamics research  KWAH, A. S. H. Coherent structures in subsonic coaxial je  LAMAR, F. S.  The high-bypass-ratio variable-pitch turbot transport aircraft propulsion [AIAA PAPER 76-919]  LAW, C. E.	A76-45069 Incerning Safety A76-45494 Ines With A76-46895 Ial A76-46974 Its A76-46630 Ifan for A76-47685	Fire-fighting and rescue techniques and equ  LOTZ, M.  The Franco-German experimental program for evaluation of a supercritical wing for a aircraft application [ICAS PAPER 76-21]  LOYELACE, A. M. Overview of research and development  LUTHANDER, S. Ground run maneuvering qualities of aircraft nose wheel control [ICAS PAPER 76-47]  LYMAN, F. A. Attenuation of high-intensity sound in a droplet-laden gas [PB-252985/7]  LYMCH, R. W. An integrated capability for the preliminal design of aeroelasticity tailored wings [AIAA PAPER 76-912]	alpment A76-46544 the combat A76-47367 A76-45783 Et with A76-47391 N76-33959
RENGULL, B.  Functional and reliability requirements con RPV's from the point of view of traffic and military cost effectiveness  KURZKE, J.  On the off-design operation of bypass-enging variable nozzles and turbines  KUZHETSOV, IU. B.  Generation of free-molecular flow for special aerodynamics research  KWAH, A. S. H.  Coherent structures in subsonic coaxial jeech services in the high-bypass-ratio variable-pitch turbout transport aircraft propulsion [AIAA PAPER 76-919]	A76-45069  Incerning safety  A76-45494  Incerning safety  A76-46895  Incerning safety  A76-46895  Incerning safety  A76-46895  Incerning safety  A76-46895  Incerning safety  A76-47685  Incerning safety  Incerni	Fire-fighting and rescue techniques and equ  LOTZ, M.  The Franco-German experimental program for evaluation of a supercritical wing for a aircraft application [ICAS PAPER 76-21]  LOYBLACE, A. M. Overview of research and development  LUTHANDER, S.  Ground run maneuvering qualities of aircraft nose wheel control [ICAS PAPER 76-47]  LYHAN, P. A. Attenuation of high-intensity sound in a droplet-laden gas [PB-252985/7]  LYHCH, R. W. An integrated capability for the preliminar design of aeroelasticity tailored wings [AINA PAPER 76-912]  MACK, J. C.	alpment A76-46544 the combat A76-47367 A76-45783 Et with A76-47391 N76-33959
Supersonic velocity  KHOGULL, B.  Functional and reliability requirements con RPV's from the point of view of traffic and military cost effectiveness  KURZKE, J.  On the off-design operation of bypass-enging variable nozzles and turbines  KUZHETSOV, IU. E.  Generation of free-molecular flow for spectaerodynamics research  KWAN, A. S. H.  Coherent structures in subsonic coaxial jeen.  LAMAR, F. S.  The high-bypass-ratio variable-pitch turbot transport aircraft propulsion [AIAA PAPER 76-919]  LAW, C. E.  A wing-jet interaction theory for USB confilability. E. J.	A76-45069 Incerning safety A76-45494 Ines with A76-46895 Ial A76-46630 Ifan for A76-47685 Igurations A76-45097	Fire-fighting and rescue techniques and equ  LOTZ, M.  The Franco-German experimental program for evaluation of a supercritical wing for a aircraft application [ICAS PAPER 76-21]  LOYELACE, A. M. Overview of research and development  LUTHANDER, S. Ground run maneuvering qualities of aircraft nose wheel control [ICAS PAPER 76-47]  LYMAN, F. A. Attenuation of high-intensity sound in a droplet-laden gas [PB-252985/7]  LYMCH, R. W. An integrated capability for the preliminal design of aeroelasticity tailored wings [AIAA PAPER 76-912]	alpment A76-46544 the combat A76-47367 A76-45783 ft with A76-47391 N76-33959 fy A76-47682
KENGULL, B.  Functional and reliability requirements con RPV's from the point of view of traffic and military cost effectiveness  KURZKE, J.  On the off-design operation of bypass-enging variable nozzles and turbines  KUZHETSOV, IU. E.  Generation of free-molecular flow for spectaerodynamics research  KWAH, A. S. H.  Coherent structures in subsonic coaxial je  LAMAR, F. S.  The high-bypass-ratio variable-pitch turbot transport aircraft propulsion  [AIAA PAPER 76-919]  LAW, C. E.  A wing-jet interaction theory for USB confillaborous and experimental study of twis	A76-45069  Incerning safety  A76-45494  Incerning safety  A76-46895  Incerning safety  A76-46895  Incerning safety  A76-46895  Incerning safety  Incerning s	Fire-fighting and rescue techniques and equ  LOTZ, M.  The Franco-German experimental program for evaluation of a supercritical wing for a aircraft application [ICAS PAPER 76-21]  LOYELACE, A. M. Overview of research and development  LUTHANDER, S. Ground run maneuvering qualities of aircraft nose wheel control [ICAS PAPER 76-47]  LYHAN, P. A. Attenuation of high-intensity sound in a droplet-laden gas [PB-252985/7]  LYHCH, R. W. An integrated capability for the preliminar design of aeroelasticity tailored wings [AIAA PAPER 76-912]  M  MACK, J. C. Advanced helicopter structural design investigation. Volume 2: Design application of free planet transmissions	alpment A76-46544 the combat A76-47367 A76-45783 it with A76-47391 N76-33959 iy A76-47682
KNOGULL, B.  Functional and reliability requirements con RPV's from the point of view of traffic and military cost effectiveness  KURZKE, J.  On the off-design operation of bypass-enging variable nozzles and turbines  KUZHETSOV, IU. E.  Generation of free-molecular flow for spectaerodynamics research  KWAH, A. S. H.  Coherent structures in subsonic coaxial jeen subsonic c	A76-45069  Incerning safety  A76-45494  Incerning safety  A76-46895  Incerning safety  A76-46895  Incerning safety  A76-46895  Incerning safety  Incerning s	Fire-fighting and rescue techniques and equ  LOTZ, M.  The Franco-German experimental program for evaluation of a supercritical wing for a aircraft application [ICAS PAPER 76-21]  LOYELACE, A. M. Overview of research and development  LUTHANDER, S. Ground run maneuvering qualities of aircraft nose wheel control [ICAS PAPER 76-47]  LYHAN, F. A. Attenuation of high-intensity sound in a droplet-laden gas [PB-252985/7]  LYNCH, R. W. An integrated capability for the preliminal design of aeroelasticity tailored wings [AIAA PAPER 76-912]  MACK, J. C. Advanced helicopter structural design investigation. Volume 2: Design applications tudy for free planet transmissions [AD-A024478]	alpment A76-46544 the combat A76-47367 A76-45783 ft with A76-47391 N76-33959 fy A76-47682
KENGULL, B.  Functional and reliability requirements con RPV's from the point of view of traffic and military cost effectiveness  KURZKE, J.  On the off-design operation of bypass-enging variable nozzles and turbines  KUZHETSOV, IU. E.  Generation of free-molecular flow for spectaerodynamics research  KWAH, A. S. H.  Coherent structures in subsonic coaxial je  LAMAR, F. S.  The high-bypass-ratio variable-pitch turbot transport aircraft propulsion  [AIAA PAPER 76-919]  LAW, C. E.  A wing-jet interaction theory for USB confillaborous and experimental study of twis	A76-45069  Incerning safety  A76-45494  Incerning safety  A76-46895  Incerning safety  A76-46895  Incerning safety  A76-46895  Incerning safety  Incerning s	Fire-fighting and rescue techniques and equ  LOTZ, M.  The Franco-German experimental program for evaluation of a supercritical wing for a aircraft application [ICAS PAPER 76-21]  LOYELACE, A. M. Overview of research and development  LUTHANDER, S. Ground run maneuvering qualities of aircraft nose wheel control [ICAS PAPER 76-47]  LYHAN, P. A. Attenuation of high-intensity sound in a droplet-laden gas [PB-252985/7]  LYHCH, R. W. An integrated capability for the preliminar design of aeroelasticity tailored wings [AIAA PAPER 76-912]  M  MACK, J. C. Advanced helicopter structural design investigation. Volume 2: Design application of free planet transmissions	alpment A76-46544 the combat A76-47367 A76-45783 it with A76-47391 N76-33959 iy A76-47682
REOGULL, B.  Functional and reliability requirements con RPV's from the point of view of traffic and military cost effectiveness  KURZKE, J.  On the off-design operation of bypass-enging variable nozzles and turbines  KUZHETSOV, IU. B.  Generation of free-molecular flow for spectaerodynamics research  KWAH, A. S. H.  Coherent structures in subsonic coaxial je  LAHAR, F. S.  The high-bypass-ratio variable-pitch turbot transport aircraft propulsion [AIAA PAPER 76-919]  LAH, C. B.  A wing-jet interaction theory for USB confilland, B. J.  Theoretical and experimental study of twist cambered delta wings designed for a Machof 3.5 [NASA-TN-D-8247]  LARGE, J. B.	A76-45069 Incerning Safety A76-45494 Ines with A76-46895 Ial A76-46974 Its A76-46630  fan for A76-47685 Igurations A76-45097 Ited and Inumber N76-33143	Fire-fighting and rescue techniques and equ  LOTZ, M.  The Franco-German experimental program for evaluation of a supercritical wing for a aircraft application [ICAS PAPER 76-21]  LOVELACE, A. M.  Overview of research and development  LUTHANDER, S.  Ground run maneuvering qualities of aircraft nose wheel control [ICAS PAPER 76-47]  LYHAN, F. A.  Attenuation of high-intensity sound in a droplet-laden gas [PB-252985/7]  LYNCH, R. W.  An integrated capability for the preliminatesing of aeroelasticity tailored wings [AIAA PAPER 76-912]  MACK, J. C.  Advanced helicopter structural design investigation. Volume 2: Design applications study for free planet transmissions [AD-A024478]  HACKRODT, PA.  The aerodynamic concept of hybrid airships	alpment A76-46544 the combat A76-47367 A76-45783 it with A76-47391 N76-33959 iy A76-47682
KENGULL, B.  Functional and reliability requirements con RPV's from the point of view of traffic and military cost effectiveness  KURZKE, J.  On the off-design operation of bypass-enging variable nozzles and turbines  KUZHETSOV, IU. E.  Generation of free-molecular flow for spectaerodynamics research  KWAH, A. S. H.  Coherent structures in subsonic coaxial je  LAMAR, F. S.  The high-bypass-ratio variable-pitch turbot transport aircraft propulsion  [AIAA PAPER 76-919]  LAW, C. E.  A wing-jet interaction theory for USB confillaboration  LANDRUM, E. J.  Theoretical and experimental study of twis cambered delta wings designed for a Machof of 3.5  [NASA-TN-D-8247]	A76-45069 Incerning Safety A76-45494 Ines with A76-46895 Ial A76-46974 Its A76-46630  fan for A76-47685 Igurations A76-45097 Ited and Inumber N76-33143	Fire-fighting and rescue techniques and equ  LOTZ, M.  The Franco-German experimental program for evaluation of a supercritical wing for a aircraft application [ICAS PAPER 76-21]  LOYELACE, A. M. Overview of research and development  LUTHANDER, S. Ground run maneuvering qualities of aircraft nose wheel control [ICAS PAPER 76-47]  LYMAN, F. A. Attenuation of high-intensity sound in a droplet-laden gas [PB-252985/7]  LYMCH, R. W. An integrated capability for the preliminal design of aeroelasticity tailored wings [ATAA PAPER 76-912]  MACK, J. C. Advanced helicopter structural design investigation. Volume 2: Design applicated study for free planet transmissions [AD-A024478]  MACKRODT, PA. The aerodynamic concept of hybrid airships	alpment A76-46544 the combat A76-47367 A76-45783 it with A76-47391 Y76-33959 iy A76-47682
KROGULL, B.  Functional and reliability requirements con RPV's from the point of view of traffic and military cost effectiveness  KURZKE, J.  On the off-design operation of bypass-enging variable nozzles and turbines  KUZHETSOV, IU. E.  Generation of free-molecular flow for special according to the second according t	A76-45069 Incerning Safety A76-45494 Ines with A76-46895 Ial A76-46974 Its A76-46630  fan for A76-47685 Igurations A76-45097 Ited and Inumber N76-33143	Fire-fighting and rescue techniques and equ  LOTZ, M.  The Franco-German experimental program for evaluation of a supercritical wing for a aircraft application [ICAS PAPER 76-21]  LOYELACE, A. B. Overview of research and development  LUTHANDER, S. Ground run maneuvering qualities of aircraft nose wheel control [ICAS PAPER 76-47]  LYHAN, F. A. Attenuation of high-intensity sound in a droplet-laden gas [PB-252985/7]  LYNCH, R. W. An integrated capability for the preliminal design of aeroelasticity tailored wings [AIAA PAPER 76-912]  MACK, J. C. Advanced helicopter structural design investigation. Volume 2: Design applicated study for free planet transmissions [AD-A024478]  MACKRODT, PA. The aerodynamic concept of hybrid airships  MAIDEW, D. L. Performance of an isolated two-dimensional nozzle with fixed cowl and variable wedge	A76-4582  A76-45032  wedge
KROGULL, B.  Functional and reliability requirements co RPV's from the point of view of traffic and military cost effectiveness  KURZKE, J.  On the off-design operation of bypass-enging variable nozzles and turbines  KUZBETSOV, IU. E.  Generation of free-molecular flow for spectaerodynamics research  KWAH, A. S. H.  Coherent structures in subsonic coaxial je  LAMAR, F. S.  The high-bypass-ratio variable-pitch turbot transport aircraft propulsion  [AIAA PAPER 76-919]  LAW, C. E.  A wing-jet interaction theory for USB confillable.  LANDRUM, E. J.  Theoretical and experimental study of twist cambered delta wings designed for a Machof of 3.5  [NASA-TN-D-8247]  LARGE, J. B.  Airports and community design consideration aircraft noise alleviations	A76-45069 Incerning Safety A76-45494 Ines With A76-46895 Ial A76-46974 Its A76-46630  fan for A76-47685 Igurations A76-45097 Ited and Inumber N76-33143 Ins for A76-46535	Fire-fighting and rescue techniques and equ  LOTZ, M.  The Franco-German experimental program for evaluation of a supercritical wing for a aircraft application [ICAS PAPER 76-21]  LOYELACE, A. M. Overview of research and development  LUTHANDER, S. Ground run maneuvering qualities of aircraft nose wheel control [ICAS PAPER 76-47]  LYMAN, F. A. Attenuation of high-intensity sound in a droplet-laden gas [PB-252985/7]  LYMCH, R. W. An integrated capability for the preliminal design of aeroelasticity tailored wings [AIAA PAPER 76-912]  MACK, J. C. Advanced helicopter structural design investigation. Volume 2: Design applicated study for free planet transmissions [AD-A024478]  MACKRODT, PA. The aerodynamic concept of hybrid airships  MAIDEN, D. L. Performance of an isolated two-dimensional nozzle with fixed cowl and variable wedge centerbody at Mach numbers up to 2.01	A76-4544 the combat A76-47367 A76-45783 t with A76-47391 N76-33959 Y A76-47682 tion N76-33201 A76-45032 wedge
KROGULL, B.  Functional and reliability requirements con RPV's from the point of view of traffic and military cost effectiveness  KURZKE, J.  On the off-design operation of bypass-enging variable nozzles and turbines  KUZHETSOV, IU. E.  Generation of free-molecular flow for special according to the second according t	A76-45069  Incerning safety  A76-45494  Incerning safety  A76-46895  Incerning safety  A76-46895  Incerning safety  A76-46895  Incerning safety  Incerning s	Fire-fighting and rescue techniques and equ  LOTZ, M.  The Franco-German experimental program for evaluation of a supercritical wing for a aircraft application [ICAS PAPER 76-21]  LOYELACE, A. B. Overview of research and development  LUTHANDER, S. Ground run maneuvering qualities of aircraft nose wheel control [ICAS PAPER 76-47]  LYHAN, F. A. Attenuation of high-intensity sound in a droplet-laden gas [PB-252985/7]  LYNCH, R. W. An integrated capability for the preliminal design of aeroelasticity tailored wings [AIAA PAPER 76-912]  MACK, J. C. Advanced helicopter structural design investigation. Volume 2: Design applicated study for free planet transmissions [AD-A024478]  MACKRODT, PA. The aerodynamic concept of hybrid airships  MAIDEW, D. L. Performance of an isolated two-dimensional nozzle with fixed cowl and variable wedge	A76-4582  A76-45032  wedge
KROGULL, B.  Functional and reliability requirements converse from the point of view of traffication and military cost effectiveness  KURZKE, J.  On the off-design operation of bypass-enging variable nozzles and turbines  KUZMETSOV, IU. E.  Generation of free-molecular flow for spectaerodynamics research  KWAH, A. S. H.  Coherent structures in subsonic coaxial je  LAMAR, F. S.  The high-bypass-ratio variable-pitch turbotansport aircraft propulsion  [AIAA PAPER 76-919]  LAW, C. E.  A wing-jet interaction theory for USB confillable.  LANDRUM, E. J.  Theoretical and experimental study of twis cambered delta wings designed for a Machof 3.55  [NASA-TN-D-8247]  LARGE, J. B.  Airports and community design consideration aircraft noise alleviations  LARSON, E. S.  Wing-body interference on a generalized lo	A76-45069  Incerning safety  A76-45494  Incerning safety  A76-46895  Incerning safety  A76-46895  Incerning safety  A76-46895  Incerning safety  Incerning s	Fire-fighting and rescue techniques and equ  LOTZ, M.  The Franco-German experimental program for evaluation of a supercritical wing for a aircraft application [ICAS PAPER 76-21]  LOYELACE, A. M. Overview of research and development  LUTHANDER, S. Ground run maneuvering qualities of aircraft nose wheel control [ICAS PAPER 76-47]  LYHAN, F. A. Attenuation of high-intensity sound in a droplet-laden gas [PB-252985/7]  LYHCH, R. W. An integrated capability for the preliminat design of aeroelasticity tailored wings [AIAA PAPER 76-912]  MACK, J. C. Advanced helicopter structural design investigation. Volume 2: Design applicated study for free planet transmissions [AD-A024478] HACKRODT, PA. The aerodynamic concept of hybrid airships  HAIDEN, D. L. Performance of an isolated two-dimensional nozzle with fixed cowl and variable wedge centerbody at Macch numbers up to 2.01 [NASA-TN-D-8218]	A76-4544 the combat A76-47367 A76-45783 t with A76-47391 N76-33959 Y A76-47682 tion N76-33201 A76-45032 wedge

PERSONAL AUTHOR INDEX BOSS, P. E.

MAKSIMOV, W. Por modeling and analysis. I - Pilot's pr	actical	A computer program to calculate the longitudinal aerodynamic characteristics of wing-flap
aerodynamics	A76-45084	configurations with externally blown flaps [NASA-CR-2706] N76-32131
MALMUTH, N. D.		MEYER, R. D.
<pre>Wave interactions in transonic and hypers [AD-A023189]</pre>	onic flow N76-33158	Wrap around fins - Design considerations [AIAA PAPER 76-942] A76-45416
MANNING, K. J. R.	N/0-33130	MIDOLO, L. L.
Transonic pressure measurements and compa	rison of	Performance of a new positive-displacement air
theory to experiment for an arrow-wing configuration		cycle machine [AIAA PAPER 76-946] A76-45419
[NASA-CR-2610]	N76-32132	MIKOLOWSKY, W. T.
MAROLI, R.		An evaluation of very large airplanes and
Aircraft-mounted crash-activated transmit [NASA-CASE-MPS-16609-3]	N76-32140	alternative fuels [AIAA PAPER 76-920] A76-45397
MARRO, M. E.		MILLER, J. A.
Transonic pressure measurements and compa theory to experiment for an arrow-wing configuration	rison of	Recent advances in wing-in-ground effect technology [AIAA PAPER 76-874] Manufacture of gas turbine engine power shaft by
[NASA-CR-2610]	N76-32132	induction brazing
MANTLE, P. J.		A76-47918
Evaluation of Advanced Naval Vehicles Con [AIAA PAPER 76-846] MARCHBANK, W. R.	A76-45501	MILLER, R. H. Puture of VTOL and other radical concepts A76-45782
Evaluation of pressure distributions on t		HILLER, S. C.
with distorted control surfaces oscilla harmonically in linearised, compressibl		Trends in engine design A76-46279
subsonic flow. Part 1: Details of the p		Future trends in aero gas turbine design. I -
distributions, and a set of numerical r	esults	Conventional engines A76-47847
including comparisons with experiment [ARC-R/M-3783]	N76-33150	NINGALEEV, F. H.
MARCUS, P. J.		Testing the annular combustion chamber of the NK-8
Energy management techniques for fuel con in military transport aircraft	servation	aircraft engine using natural gas A76-47281
[AD-A023527]	N76-32333	MISHIM, G. I.
MARGASON, R. J.		Study of the statistical characteristics of
Prediction methods for jet V/STOL propuls aerodynamics	1011	pulsations of the boundary of the turbulent wake behind bodies of various shapes flying at
[AIAA PAPER 76-932]	A76-45408	supersonic velocity
MARK, L. High speed aerodynamic design of an innov	2 + 1 7 0	A76-45069
V/STOL canard-wing configuration	acive	Theory and experiments on the hypersonic source
	A76-45394	flow over long, slender bodies in a conical nozzle
MARTIN, G. B. All cycle ground air conditioners for air	craft	[ICAS PAPER 76-35] A76-47380 HONNERIE, B.
support		The Franco-German experimental program for the
[AIAA PAPER 76-947] MASCITTI, V. R.	A76-45420	<pre>evaluation of a supercritical wing for a combat aircraft application</pre>
Recent developments in NASA's Supersonic	Cruise	[ICAS PAPER 76-21] A76-47367
Aircraft Research /SCAR/ Program	A76-45779	MONRATH, J. F. Technical and economic assessment of
MASKEW, B.	R 70-45775	span-distributed loading cargo aircraft concepts
Symmetrical singularity model for lifting		[NASA-CR-145034] N76-33186
potential flow analysis	A76-45098	MOON, P. C. Impact of composite plates: Analysis of stresses
HATSUYAHA, G. T.		and forces
Computer methods in aircraft design at the Force Academy	e Vil	[NASA-CR-134999] N76-32251 MOORE, R. D.
[AIAA PAPER 76-901]	A76-45388	Aerodynamic performance of two variable-pitch fan
MCDEVITT, J. B.		stages
An experimental and computational investi- the flow field about a transonic airfoi		[ICAS PAPER 76-41] A76-47385 HORFEY, C. L.
supercritical flow with turbulent bound		Sound radiation due to unsteady dissipation in
separation	A76-47363	turbulent flows A76-44766
[ICAS PAPER 76-15] MCKIBLAY, R. M.	A76-47363	MORINO, L.
Concorde systems in airline operation	376	Response analysis of flexible aircraft with active
[AIAA PAPER 76-975] Operational experience on Concorde	A76-45402	control [AIAA PAPER 76-913] A76-45395
[ICAS PAPER 76-44]	A76-47388	MORISSET, J.
MCLEAH, P. B. Recent developments in NASA's Supersonic	Crusca	The Mystere-50 A76-47271
Alicraft Research /SCAR/ Program	CIUISE	MORRIS, O. A.
	A76-45779	Experimental effects of fuselage camber on longitudinal aerodynamic characteristics of a
MEERS, T. L. Evaluation of Advanced Naval Vehicles Con-	cepts	series of wing-fuselage configurations at a Mach
[AIAA PAPER 76-846]	A76-45501	number of 1.41
MEISTER, P. A. Pable five-year onvironmental plan 1976-	1080 -	[NASA-TH-X-3411] N76-33133 MORRISON, A. H.
PAA's five-year environmental plan, 1976- Noise	1330 -	Induced side forces at high angles of attack
	A76-45938	A76-47552
HENDENHALL, M. R. Prediction of longitudinal aerodynamic		MORSE, C. R.  Durability of Zirconia thermal-barrier ceramic
characteristics of STOL configurations	with	coatings on air-cooled turbine blades in cyclic
externally blown high lift devices [AIAA PAPER 76-934]	A76-45410	jet engine operation [NASA-TM-X-3410] N76-32192
(	3.0 13110	MOSS, P. B.
		On the future of aeronautical transportation
		A76-45786

MUEHLBAUER, J. C. PERSONAL AUTHOR INDEX

MUBHLBAUER, J. C. Technical and economic assessment of span-distributed loading cargo aircraft [NASA-CR-145034]	concepts N76-33186	ONTIVEROS, R. J.  Effectiveness of a pilot ground trainer as task instrument flight rules flight-check device stage 2	
MULDER, J. A.  New developments and accuracy limits in all		[AD-A026754/2] OXFORD, V. S.	N76-33218
flight testing [AIAA PAPER 76-897]	A76-45384	A wind tunnel study of the effects of trai- edge modifications on the lift-drag ratio	
Accuracy limits in nonsteady flight testing [ICAS PAPER 76-46]	3 A76-47390	circulation controlled airfoil [AD-A023356]	N76-33161
MURTHY, V. R. Effect of phase angle on multibladed rotor	flutter A76-46631	P	
	270 40031	PARHHENKO, V.  For modeling and analysis, I - Pilot's pra-	ctical
MASH, P.		aerodynamics	A76-45084
Fire-fighting and rescue techniques and equ	11pment A76-46544	PANGBORH, J. B. Hydrogen energy technology - Update 1976	
NATHMAN, J. K.  Delta wings with leading-edge separation [IAF PAPER ST-76-06]  NELMS, W. P., JR.	A76-46171	PAPADALES, B. S., JR. A review of sea loiter aircraft technology [AIAA PAPER 76-876]	A76-45242
Prospective markets and design concepts for civilian remotely piloted aircraft	r	PARISH, 0. 0.  Measured noise reductions resulting from m	
[AIAA PAPER 76-939] Applications of oblique-wing technology - i	A76-45414 An	approach procedures for business jet air [NASA-TH-X-56037] PARSONS, H. G.	
[AIAA PAPER 76-943]	A76-45417	Periodic control and the optimality of aircoruse	craft
MELSON, H. D. A quick, graphical way to analyze rotor whi			A76-47199
NEMERGOT, J. P.	A76-46825	PASLEY, L. H. Evaluation of low wing-loading fuel consershort-haul transports	vative,
Evaluation of the bird-aircraft strike haza Seymour Johnson APB, North Carolina [AD-A023222]	N76-33172	[NASA-CR-145041] PATERSON, R. W.	N76-32182
WI, A. L. Flows of a reacting mixture in Laval nozzle		Acoustic radiation and surface pressure characteristics of an airfoil due to inc.	ıdent
conditions of a quasi-frozen process	A76-45203	turbulence [NASA-CR-2733]	N76-32974
NISBET, J. W. Aeroelastic stability and control of an obj		PEMBERTON, J. C. Recent advances in wing-in-ground effect to	
NOGGLE, L. W. An evaluation of very large airplanes and	A76-47849	[AIAA PAPER 76-874] PERKINS, R. G., JR. Review of V/STOL lift/cruise fan technolog	A76-45517 Y A76-47686
alternative fuels [AIAA PAPER 76-920] NOLL, R. B.	A76-45397	[AIAA PAPER 76-931] PERULLI, M. Simulation of the effects of forward veloc:	
Response analysis of flexible aircraft with control	actı <b>v</b> e	jet noise in an open circuit wind tunnel [ONERA, TP NO. 1976-6E]	
[AIAA PAPER 76-913] HORMAN, J. H.	A76-45395	PETERSON, R. L. Bird impact forces in aircraft windshield	
<pre>Future air cargo transportation system - A   national need</pre>		[AD-A023628] PIERCE, E. T.	N76-32143
[AIAA PAPER 76-922]	A76-45399	Winter thunderstorms in Japan - A hazard to	aviation A76-47571
OBERG, S.		Effect of phase angle on multibladed rotor	flutter A76-46631
Ground run maneuvering qualities of aircrain nose wheel control	ft with	PIERSOL, A. G. Data analysis and noise prediction for the	QF - 1B
[ICAS PAPER 76-47] OCONNOR, J. J.	A76-47391	experimental fan stage [NASA-CR-135066]	N76-32971
Manufacture of gas turbine engine power sha induction brazing		Flight certification testing for the A-7D a	advanced
OEHRLI, R. R.	A76-47918	composite outer wing panel [AIAA PAPER 76-907]	A76-45392
Effect of gun pulse on helicopter attitudes [AD-A023461] OHARA, W.	N76-33214	PINCKERT, R. E.  Damage tolerance assessment of F-4 aircraf [AIAA PAPER 76-904]	t A76-45390
RAT SCAT evaluation of commercially available radar absorbing materials, volume 1 [AD-A024469]	N76-33398	PLATER, M. P. The oscillating jet flap [AD-A022768]	N76-33162
OKUBO, A. P. An experimental and computational investigation of the flow field about a transcolor appear.		PLATZER, M. F.  Prediction methods for jet V/STOL propulsion aerodynamics	on
the flow field about a transonic airfoil supercritical flow with turbulent boundar separation		[AIAA PAPER 76-932] POISSON-QUINTON, P.	A76-45408
[ICAS PAPER 76-15] OLKHOVSKII, G. G.	A76-47363	Pirst generation supersonic transports	A76-45777
Study of startup regimes of the GT-35 gas t installation		Technologies for the air transport of tomo: [NASA-TT-P-17177]	
ONKEH, R.	A76-47280	PONOMARRY, IU. F. Static electrification of aircraft and tria	al
Evaluation of a new flight path command concept	trol	bodies under various meteorological cond	
[ICAS PAPER 76-56]	A76-47400	PONTEZIERE, J.  A critique of transonic aerofoil testing to [NASA-TT-P-17251]	

PERSONAL AUTHOR INDEX SANDERS, B. R.

POOL, A.  The establishment of safe separations between aircraft in flight		RICHARDSON, D. W. Flight evaluation of a digital data broadca technique as an aid to area navigation op	erations
PORTHOY, E.	A76-46856	[AIAA PAPER 76-928] RICK, H.	A76-45405
The effect of wake thickness on the rolling	g-up	On the off-design operation of bypass-engin	es with
process in two dimensions (ICAS PAPER 76-34)	A76-47379		<b>A76-46895</b>
POUZOLS, G. Polyaminobismaleimides in high performance and new possibilities of utilizing them	radomes	RIDER, J. G. YP-16 pilot report	A76-47016
POVOLOTSKII, L. V.	A76-45704	RIOS-NETO, A. Estimating the state of nonlinear dynamical	
Study of startup regimes of the GT-35 gas to installation		systems in the presence of unmodeled acce	
PREYSS, A. B.	A76-47280	ROBERTS, E., JR. Inspection of composites using a computer-k	ased
The AFTI concept - A new approach to technotransition	ology	real-time radiographic facility [NASA-TM-X-73504]	N76-33526
[AIAA PAPER 76-888] PROKHOROV, A. H.	A76-45377	ROCHE, H. Simplified sculptured-surface technique app	at back
Use of a laser energy source for the production that the production of the productio	ction of	wind-tunnel models	A76-45099
•	A76-47868	RORNSCH, R. L.	
PROMISEL, N. E. Introduction: A survey of the problem		Aerodynamic design of a Mach 2.2 supersonic aircraft	
POKHLII, V. A.	N76-33333	[AIAA PAPER 76-955] ROFFE, G.	A76-47689
Calculation of stresses in the blades of radial-flow turbomachines		Effect of inlet temperature and pressure on emissions from a premixing gas turbine pr	
POLCHER, B. T.	A76-44784	zone combustor	N76-33208
Experimental evaluation of NAS Miramar Hus	h House	ROGERS, J. T.	
(project P-114), volume 1 [AD-A024403]	N76-33957	Transonic pressure measurements and compari theory to experiment for an arrow-wing	son or
Experimental evaluation of NAS Miramar Hust (project P-114), volume 2			N76-32132
PURDY, D. M.	ท76-33958	ROGERS, W. A.  An integrated capability for the preliminar	· y
Optimum design of composite primary structure aircraft components	ure	design of aeroelasticity tailored wings [AIAA PAPER 76-912]	A76-47682
[ICAS PAPER 76-07] PUTHAM, T. W.	A76-47356	ROLLS, L. S.  Review of V/STOL lift/cruise fan technology	,
Measured noise reductions resulting from me approach procedures for business jet airo		[AIAA PAPER 76-931] ROSEWARNE, H. P.	A76-47686
[NASA-TH-X-56037]	N76-32973	The Canadian STOL demonstration - The data collection, the findings and their applic	ations A76-47397
QUIGLEY, H. C.		ROSKAM, J. Designing the 1985 VATLIT	
Review of V/STOL lift/cruise fan technologe [AIAA PAPER 76-931]	y 1176-47686		A76-46265
QUINLIVAN, W. J.		An experimental and computational investiga	
Management and product safety	A76-46854	the flow field about a transonic airfoil supercritical flow with turbulent boundar separation	y-layer
R		[ICAS PAPER 76-15] RUDDELL, E. E.	A76-47363
RADKEY, R. L. Aerodynamic design of a Mach 2.2 supersonic	CIUISE	Low and high frequency aircraft gunfire wik Prediction and laboratory simulation	ration:
aircraft	A76-47689	[AD-A023619] RUIJGROK, G. J. J.	N76-32601
RAISINGHANI, S. C. Second-order thermal boundary-layer on a bi		External noise of light propeller-driven as [ICAS PAPER 76-48]	rcraft
wedge	A76-46818	RUMBERGER, W. Advanced helicopter structural design	R70-47332
RAO, D. B.		investigation. Volume 2: Design applica	tion
Separated flow induced by trailing-edge flood delta wings at M = 8.2	-	study for free planet transmissions [AD-A024478]	N76-33201
RETTIE, I. H.	A76-47878	RUSSELL, R. E. Status Report - Subsonic aircraft noise red	uction:
Parametric design and analysis of large adv	vanced	Update Sept. 1976 [AIAA PAPER 76-921]	A76-45398
[AIAA PAPER 76-924] RHYNARD, W. E., JR.	A76-45401	•	
A wind tunnel study of a circulation-contro	olled	SATUR YORK O. B.	
elliptical airfoil [AIAA PAPER 76-933]	A76-45409	Operational techniques for reducing noise	
RICCIONI, E. E. Technical applications for an experimental		SALTAHOV, G. A.	A76-46534
supersonic cruise aircraft [AIAA PAPER 76-892]	A76-47680	Investigation of unsteady wave structure in turbine nozzle blade cascades	l
RICHARDS, I. C. Supersonic flow past a slender delta wing		SANDERS, B. R.	A76-46723
experimental study		Magnus forces on spinning supersonic cones.	Part
[ICAS PAPER 76-24]	A76-47370	2: The inviscid flow [AD-A022670]	N76-32135

SANTINI, P. PERSONAL AUTHOR INDEX

SANTINI, P. A general approach to supersonic aeroelastic	SIMMONS, J. M.  Measured pressure distributions on an airfoil with
vibrations problems	oscillating jet flap
[ICAS PAPER 76-28] A76-47374 SATTERLEE, C. E.	A76-45760 SIPPEL, K. O.
Tests of the Bell Merospace LA-4 MCLS fitted with suction braking and predictions for other aircraft	Corrosion prevention techniques, maintenance and repair
[AD-A023850] N76-33200 SAZOHOVA, N. I.	N76-33337 SKURIDIN, V. G.
Determination of the moments of aerodynamic forces acting on three-dimensional bodies that move under the 'law of locality'	Testing the annular combustion chamber of the NK-8 aircraft engine using natural gas A76-47281
A76-44906	SLODOWNIK, A.
SCHIJVE, J.  Prediction of fatigue crack propagation in	Basics of the planning of modern aircraft technical maintenance systems
aircraft materials under variable-amplitude	A76-47114
loading [VTH-193] N76-32576	SLOGAR, G. A.  Determination of effects of ambient conditions on
SCHLENKRICH, V.	aircraft engine emissions engine testing.
Means and procedures for obtaining an adequate survival probability in the case of RPV	Volume 1: GTCP 85 APU, TPE 331 turboprop [PB-252825/5] N76-33209
[DGLR PAPER 76-065] A76-45488	Determination of effects of ambient conditions on
SCHMIDT-KLIEBER, A.  The airship - Means of transportation for the	aircraft engine emissions engine testing. Volume 2: GTCP 85 apu, TPE 331 turboprop
future - Its technical concept and the results	[PB-252826/3] N76-33210
of economy and marketing studies as projected by the firm Kommanditgesellschaft Flugschiffbau	SMITH, C. W.  Civil aviation air safety trends and comparisons,
Hamburg GmbH & Co	1974
SCHHIDT, W. A76-45031	A76-46857 SMITH, H. W.
Recent explorations in relaxation methods for	Computer interactive graphics in aerospace
three-dimensional transonic potential flow [ICAS PAPER 76-22] A76-47368	engineering design education [AIAA PAPER 76-900] A76-45387
SCHOLTEN, C. G. H. Conflict detection and resolution in the	SMITH, M. J. T.  How quickly will the aircraft noise problem subside
Netherlands ATC-system SARP II	A76-47125
[ICAS PAPER 76-55] A76-47399	<pre>SMOLINSKI, R. E. Performance of a new positive-displacement air</pre>
SCHOULTE, M. B. Civil helicopter flight research	cycle machine
[AIAA PAPER 76-896] A76-45383 SCHWARMANN, L.	[AIAA PAPER 76-946] A76-45419
Stability tests involving aircraft structural	SNYDER, J. R. A wind tunnel study of a circulation-controlled
components A76-45485	elliptical airfoil [AIAA PAPER 76-933] A76-45409
SCOTT, J. N.	SNYDER, W. J.
Effects of long-chord acoustically treated stator vanes on fan noise. 2: Effect of acoustical	Civil helicopter flight research [ATAA PAPER 76-896] A76-45383
treatment [NASA-TN-D-8250] N76-33206	SOBIECZKY, H.  The design of transonic airfoils under
SEED, A. R. Design techniques for high by-pass ratio	consideration of shock wave boundary layer interaction
powerplant nozzle systems	[ICAS PAPER 76-14] A76-47362
[ICAS PAPER 76-32] A76-47377 SEEGHILLER, H. L.	SORRELLS, R. B., III  Theoretical and experimental study of twisted and
An experimental and computational investigation of	cambered delta wings designed for a Mach number
the flow field about a transonic airfoil in supercritical flow with turbulent boundary-layer	of 3.5 [NASA-TN-D-8247] N76-33143
separation	SPANGLER, S. B.
[ICAS PAPER 76-15] A76-47363 SEIDLER, F.	Prediction of longitudinal aerodynamic characteristics of STOL configurations with
Aerodynamic analysis of different flight attitudes	externally blown high lift devices
of conventional aircraft. XVIII - Aerodynamic principles	[AIAA PAPER 76-934] A76-45410 A computer program to calculate the longitudinal
A76-45866 SENS, W. H.	aerodynamic characteristics of wing-flap configurations with externally blown flaps
Future trends in transport aircraft propulsion	[NASA-CR-2706] N76-32131
A76-45784 SEVY, R. W.	SPINTZYK, J.  Application and employment of RPV's in Central
Low and high frequency aircraft dunfire vibration:	Europe
Prediction and laboratory simulation [AD-A023619] N76-32601	[DGLR PAPER 76-061] A76-45487 SPREITER, J. R.
SHALARY, S. P.	Developments in transonic steady and unsteady flow
Experimental investigation of the discrete component in the noise spectrum of supersonic jets	theory [ICAS PAPER 76-06] A76-47355
A76-46973	SPRUSTON, D. D.
SHARAW, V. K.  An exponential investigation of the behaviour of	The Canadian STOL demonstration - The data collection, the findings and their applications
conical diffusers in turbulent flow	[ICAS PAPER 76-53] A76-47397
A76-46817 SHERMAN, H. A.	STABELE, R. W. Economics of corrosion
An analysis of U.S. air carrier jet accidents for	N76-33335
1974 A76+46853	Designing for corrosion prevention N76-33339
SHEVELL, R. S.	STAHARA, S. S.
Advanced subsonic aircraft - The technological response to future air transportation needs	Developments in transonic steady and unsteady flow theory
A76-45781	[ICAS PAPER 76-06] A76-47355

PERSONAL AUTHOR INDEX VOROTINTSEV, M. A.

STAKOLICH, E. G.		SZUMANSKI, K.	
Effects of long-chord acoustically treated		Optimization of the rotor-wing system from	
<pre>vanes on fan noise. 2: Effect of acoust treatment</pre>	cical	helicopter performance point of view	A76-47382
[ NASA-TN-D-8250 ]	N76-33206	[ICAS PAPER 76-37]	A70-47362
STANBUSKY, E.		-	
The design of transonic airfoils under		BIDIYOUR U	
consideration of shock wave boundary layer interaction	: <b>C</b>	TABAKOPP, W.  Dynamics and erosion study of solid partic	les in a
	A76-47362	cascade	
STABLEY, W. L.			A76-45143
An evaluation of very large airplanes and alternative fuels		TANEJA, N. K. Statistical evaluation of econometric air	travel
[AIAA PAPER 76-920]	A76-45397	demand models	craver
STAUDACHER, W.			A76-45095
Advanced aerodynamics for transonic flight	A76-47360	TAPLEY, B. D.	,
[ICAS PAPER 76-12] STAUPPER, C. L.	A 70-4730U	Estimating the state of nonlinear dynamical systems in the presence of unmodeled acc	
Tests of the Bell Aerospace LA-4 ACLS fitte	ed with		A76-45162
suction braking and predictions for other		TAYLOR, A. H.	
[AD-A023850] STECURA, S.	N76-33200	A structural design for a hypersonic resear aircraft	rch
Durability of zirconia thermal-barrier cera	mic	[AIAA PAPER 76-906]	A76-45391
coatings on air-cooled turbine blades in		TAYLOR, D. W.	
jet engine operation	W76 22402	A review of sea loiter aircraft technology	
[NASA-TM-X-3410] STEIN, B. A.	N76-32192	[AIAA PAPER 76-876] TEN HAVE, J. N.	A76-45519
Program definition and preliminary results	of a	Conflict detection and resolution in the	
long-term evaluation program of advanced		Netherlands ATC-system SARP II	
composites for supersonic cruise aircraft	:	[ICAS PAPER 76-55]	A76-47399
applications	A76-45877	THIGPEN, D. J. Flight test status of the fighter CCV	
Plight simulation testing equipment for con		[AIAA PAPER 76-884]	A76-45376
material systems		THOMPSON, E. R.	
CMDVCDT D D	A76-45878	Directional structures for advanced aircraturbine blades	ft
STENGEL, R. F. Energy management techniques for fuel conse	rvation		A76-45413
in military transport aircraft		THOMPSON, S. G.	
[AD-A023527]	N76-32333	Technical and economic assessment of	
STEVENSON, T. A.  A wind tunnel study of a circulation-contro	illed	span-distributed loading cargo aircraft ( [NASA-CR-145034]	concepts N76-33186
elliptical airfoil	,	TOMAINE, R. L.	33.00
[AIAA PAPER 76-933]	A76-45409	Plight data identification of six	
STILES, R. J.	1	degree-of-freedom stability and control	
Computer methods in aircraft design at the Force Academy	KIL	derivatives of a large crane type helico [NASA-TM-K-73958]	N76-33212
[AIAA PAPER 76-901]	A76-45388	TRAYNOR, D. W.	
STOECKLIN, R. L.		C-5 Galaxy - An operational appraisal	
The 737 graphite composite flight spoiler f service evaluation	light	TRUE, H. C.	A76-46278
[ NASA-CR-132663 ]	N76-32181	The layered weather correction for flyover	noise
STOLLERY, J. L.		testing	
Supersonic flow past a slender delta wing -	- An	[AIAA PAPER 76-895]	A76-45382
experimental study [ICAS PAPER 76-24]	A76-47370	TUMANOVSKII, A. G. Testing the annular combustion chamber of	the NK-8
STUDER, P.		aircraft engine using natural gas	
Predictive adaptive control of a non-linear	•		A76-47281
time-varying aircraft system [ICAS PAPER 76-60]	A76-47404	II	
STURONIS, M.	11.0 41.404	U	
Causes of breakage of centrifugal compresso	r	ULRICH, B. R.	_
blading in Lis type engines	A76-47115	Aircraft-mounted crash-activated transmitte	er device N76-32140
STUSHICK, E.	M/0-4/113	[NASA-CASE-MPS-16609-3] ULSAMER, E.	N70-32140
Scale model studies of the effects of wind	on	USAF's crusade to streamline industrial pro	oduction
acoustic barrier performance			A76-47017
SULP, W. P.	A76-45939		
Experimental evaluation of NAS Miramar Hush	House	V	
(project P-114), volume 1		VAN DEVENTER, P. W. J.	
[AD-A024403]	N76-33957	External noise of light propeller-driven as	
Experimental evaluation of NAS Miramar Hush (project P-114), volume 2	House	[ICAS PAPER 76-48] VANDERPLANTS, G. N.	A76-47392
[AD-A024404]	N76-33958	Automated optimization techniques for airc	raft
SULLIVAN, M. B.		synthesis	
Development of prediction techniques for aerodynamic loads acting on external stor		[AIAA PAPER 76-909]	A76-45393
[AD-A021435]	N76-33202	VARY, A. Inspection of composites using a computer-	hased
SUNYACH, M.	33232	real-time radiographic facility	
Evaluation of the noise emitted by a single	<b>:</b>	[ NASA-TH-X-73504]	N76-33526
profile encountering a wake	A76-47147	VERGINIA, P. J.  Parametric design and analysis of large ad-	ranced
SWORTZEL, P. R.	2.0 7/14/	military transports	- unceu
The fighter CCV program - Demonstrating new	•	[AIAA PAPER 76-924]	A76-45401
control methods for tactical aircraft	176_HE 370	VOROTYNTSEV, M. A.	- 6
[AIAA PAPER 76-889]	A76-45378	Determination of the moments of aerodynamic acting on three-dimensional bodies that	
		under the 'law of locality'	
		•	A76-44906

		WILSON, E Interf
W W		on h
WAGNER, B. Paraglider wings of small conical c	amber in	[AI] WINDSOR,
supersonic flow		Simpli
AKEPIELD, S.	A76-46892	[AD- WITHERS,
Low and intermediate temperature app		The 1
composite materials to aircraft en [AIAA PAPER 76-936]	ngines A76-45411	pert enve
ALDECK, T. A.	A70-43411	(AD-
Evaluation of low wing-loading fuel	conservative,	WOOD, H.
short-haul transports	N76-32182	The US
[NASA-CR-145041] ALSH, W. J.	N/0-32102	WOODWARD
The high-bypass-ratio variable-pitch	turbofan for	Symme
transport aircraft propulsion [AIAA PAPER 76-919]	A76-47685	pote
ANDEL, G.	A70-47003	WOOTEN, I
The development phase, design, manuf		Evalua
quality control of the MRCA-radome	a 76-45696	Seyr [AD-
RDLAW, A. B., JR.		WRIGHT,
Induced side forces at high angles of		Trends
ABABE, S.	A76-47552	WRIGHT,
Theory and experiments on the hypers	sonic source	Puture
flow over long, slender bodies in		Conv
[ICAS PAPER 76-35]	A76-47380	
The effects of blowing over various		
flaps on an NACA 0006 airfoil sect		********
comparisons with various types of airfoil sections, and an analysis		YASUHARA, Theory
power relationships for blowing sy	stems	flo
[NASA-TN-D-8293] LLAND, C.	N76-32133	[ICA YOUNG, B.
Two- and three-dimensional flows are	ound blunt	Tornad
bodies with special regard to tran	nsonic	[ 1C
free-stream Mach numbers	A76-46891	
NBERG, M. S.		
A multi-variable control for the F10	00 engine	ZECH, A.
operating at sea level static [AD-A022699]	N76-32195	Advanc [ICA
SS, H. J.		ZIEMBA, E
Existing RPV programs [DGLR PAPER 76-060]	A76-45489	Causes blad
LGE, H. R.	1170 43403	224
Aerodynamic design of a Mach 2.2 sup	ersonic cruise	ZINNERT,
alrcraft [AIAA PAPER 76-955]	A76-47689	The si
EELER, R. L.		of s
An appraisal of present and future l commercial hovercraft	large	
Commercial noverclar:	A76-47848	
ITE, W. E.		
The design, development, and flight of the Boeing 737 aircraft antenna	test results	
demonstration of the TRSB microwat	e landing system	
[NASA-TM-X-73943]	N76-32146	
ITMOYER, R. A. Flight test status of the fighter CO	ZV	
[AIAA PAPER 76-884]	A76-45376	
CKSTRON, L. Ground run maneuvering qualities of	aircraft with	
nose wheel control		
[ICAS PAPER 76-47]	A76-47391	
LKINS, D. J. Flight simulation testing equipment	for composite	
material systems		
****** * 4	A76-45878	
KINSON, K. G. A solution to airport noise		
	A76-46533	
LLIAMS, J. M.	and to high	
Radar investigations of the bat haza performance aircraft at Randolph A		
[AD-A024500]	N76-33173	
LLIAMS, T. C. Padar investigations of the bat haza	ard to hage	
performance aircraft at Randolph A		
[AD-A024500]	N76-33173	
LLIAMS, W. G.	tocarales"	
The AFTI concept - A new approach to transition	, сесипотоду	
	A76-45377	
[AIAA PAPER 76-888]	R10-45511	

WILSON, M. B.	
Interference effects on lateral forces and	moments
on high L/B SES arrangements	
[AIAA PAPER 76-859]	A76-45508
WINDSOR, D.	
Simplified radar azimuth beamspread study	
[AD-A022618]	N76-33388
WITHERS, D. R., JR.	
The influence of roll, pitch, and yaw rate	
perturbations on the alpha-beta stability	
envelope of the F-4D aircraft	N76-33215
[AD-A023216]	N/6-33213
WOOD, H. N. The US Army's new air cushion lighter	
The US Army's new air cushion lighter	A76-45223
WOODWARD, F. A.	#/U-4J22J
Symmetrical singularity model for lifting	
potential flow analysis	
potential 120# analysis	A76-45098
WOOTEN, R. C., JR.	170 43030
Evaluation of the bird-aircraft strike haza	rds at
Seymour Johnson AFB, North Carolina	
	N76-33172
WRIGHT, G.	
Trends in engine design	
• •	A76-46279
WRIGHT, G. H.	
Puture trends in aero gas turbine design. I	-
Conventional engines	
	A76-47847
V	
VICTURE M	
YASUHARA, H.  Theory and experiments on the hypersonic so	urce
flow over long, slender bodies in a conic	al nozzle
[ICAS PAPER 76-35]	A76-47380
YOUNG, B.	A70 47300
Tornado - An advanced STOL fighter-bomber d	esian
[ICAS PAPER 76-51]	A76-47395
[10.0 [0.10.   0.1]	
_	
Z	
ZECH, A.	
Advanced aerodynamics for transonic flight	
[ 1010 11111 10 10 ]	A76-47360
ZIEMBA, H.	
Causes of breakage of centrifugal compresso	r
blading in Lis type engines	

# **CONTRACT NUMBER INDEX**

## AERONAUTICAL ENGINEERING / A Special Bibliography (Suppl 78)

JANUARY 1977

#### Typical Contract Number Index Listing



Listings in this index are arranged alphanumerically by contract number Under each contract number the accession numbers denoting documents that have been produced as a result of research done under that contract are arranged in ascending order with the IAA accession numbers appearing first. The accession number denotes the number by which the citation is identified in either the IAA or STAR section.

AF PROJ. 329A	F33615-73-C-5173
N76-32601	A76-47358
AF PROJ. 1183	F33615-75-C-3029
N76-33388	N76-33199
AF PROJ. 1207	r33615-75-c-3038 N76-33200
N76-33199 AF PROJ. 1366	F33615-75-C-3039
N76-33194	N76-32333
AF PROJ. 1367	F33615-75-C-3124
N76-33202	A76-47358
AF PROJ. 1368	F33657-73-C-0692
N76-32142 AF PROJ. 1987	N76-33388 F44620-71-c-0021
N76-32333	N76-33158
AF PROJ. 2202	NASW-2790 N76-33213
N76-32143	N76-33221
AP PROJ. 3012	NASW-2791 N76-33136
N76-32198 AF PROJ. 3066	N76-33165
N76-32193	N76-33207 NAS1-11668 N76-32181
AF PROJ. 3145	NAS 1-12308 A76-45877
N76-33211	A76-45878
AF PROJ. 5027	NAS 1-12875 N76-32132
N76-32143	NAS1-13158 A76-45410
AP PROJ. 7351 N76-33328	N76-32131 NAS1-13371 A76-45395
AF-AFOSR-71-2045	NAS1-13371 N76-45395
A76-47379	NAS1-13705 N76-32124
ARGC-P70/17452	NAS1-13714 N76-32182
. A76-45760	NAS1-13823 N76-32974
BMVG-TR-720-R-7600-42-009	NAS1-14086 A76-45410
A76-47368 DA PROJ. 1F2-62208-AH-90	NAS1-14383 N76-33186 NAS2-8213 N76-32972
N76-33201	NAS2-8655 N76-32178
DA PROJ. 1R7-65706-M-541	NAS3-18563 N76-33208
N76-33214	NAS3-19426 N76-32971
DA PROJ. 1T1-61102-A-33H	NGL-33-016-119
N76-32135 DAADO5-73-C-0039	A76-45780
N76-32135	NGR-31-001-267 N76-32251
DAAH01-74-C-0621	NGR-33-016-131
N76-33154	A76-45780
DAAJ02-74-C-0066	NR PROJECT 061-215
N76-33201	A76-47355
DAHC04-69-C-0016 _ A76-45143	NSP ENG-73-04257-A01 N76-33959
DOT-FA75WA-3634	NSP GK-41217 N76-33959
A76-45405	NSG-1139 A76-45097
EPA-68-03-2156	N00014-70-C-0265
N76-33209	N76-33197 N00014-73-C-0379
N76-33210 FAA PROJ. 184-530-000	A76-47355
N76-33218	N00019-73-A-0070
P33615-68-C-1301	A76-47358
A76-47358	N62269-74-C-0535
P33615-71-C-1605	A76-47358
A76-47358 F33615-73-C-2033	SWRI PROJ. 03-2801 N76-33197
N76-32193	WF41411000 N76-32196
F33615-73-C-2082	504-09-41-01 N76-33189
N76-33211	505-03 N76-33206
F33615-73-C-3011	505-03-12 N76-32973
N76-33202 P33615-73-c-5027	505-04 N76-32192 505-11-15-01 N76-33143
N76-32143	505-11-15-01 476-33143 505-11-21-04 N76-33133
N/0-32173	505-11-41-11 N76-32134
•	2.2

506-17-32	N76-32133
513-50-50-01	N76-33134
743-01-12-02	N76-32132
791-40-03	N76-33190

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